

**IT'S ALL ABOUT THE BUSES!**

# Bus & Coach PRESERVATION

**Inside this month:**

**AEC TRIO:** HULL REGENT,  
LONDON SWIFT AND  
DERBYSHIRE REGAL



**EXETER AND DETLING**



**Plus: great regular features  
and all the latest news**



**= MIDLAND =**  
**BLUE**

**MAKEOVER FOR MIDLAND GENERAL VRT**





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Cover: **Recently part repanelled and repainted, Bristol VRT Midland General 322 (FRB 211H) poses near its Wythall home for photographs. Full story page 10.** PHILIP LAMB



## I TOLD 'EM OLDHAM!

Oldham — famous in many people of a certain age's minds for its batteries, a major TV advertising campaign in the 1950s extolling the virtues of Oldham batteries using the unforgettable catchphrase 'I told 'em Oldham'. It put the Lancashire mill town well and truly on the map. The 1960s, the period in which these three buses are depicted, saw the population slowly decline, passing the 100,000 mark as the decade approached its end.

Its transport heritage was similar to that of many northern towns, its tram system finally closing in the early postwar years leading to a surge in the need for new motorbuses. The market was already heavily overloaded, leading to many undertakings turning away from their traditional suppliers in the quest for early deliveries. By 1952 Oldham's fleet strength stood at 240 vehicles, of which only 14 were single-deckers, with many new or almost new buses. Here we take a look at a couple plus a late-comer to Oldham's half-cab era







## Bus & Coach PRESERVATION



**MAIN PICTURE:** No 324 (EBU 924) was a 1949 Crossley-bodied Daimler CVD6 one of a batch of 15. Despite its non-standard pedigree, this bus, seen here leaving Wallshaw Street garage in March 1966, was withdrawn later that year. The garage, however, is still used by First today. Pictures: PHILIP LAMB

**ABOVE:** Oldham 246 (DBU 246) was one of 25 Roe-bodied Leyland PD1/3s (8ft-wide) new in 1947. No 246 was the last survivor passing to SELNEC in November 1969 before being withdrawn in 1971. No 246 is now on display at the Manchester Museum of Transport.

**BELOW:** Maintenance issues during the mid-1960s led to vehicle shortages. Redundant buses from elsewhere were bought to break for spares, but four former Sheffield 1949 all-Leyland PD2/1s were placed in service. Formerly Sheffield A609, Oldham 464 (LWE 109) was acquired in 1965, remaining in service long enough to pass to SELNEC in November 1969.





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10 Jun Kings Park, Boscombe  
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11 Jun Southsea Spectacular  
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# Priced out of reach?

Elsewhere in this issue, concern has been expressed regarding the ability of the UK's preservation movement to financially mop up the highly significant buses and coaches which will, over the coming years, be put up for sale.

Rarity is directly related to desirability and it is with absolute certainty that we believe that the many rare vehicles in private ownership, which will be put up for sale in the coming decade, will have price tags much in excess of sums which our movement will be able to match. The most likely outcome will be that they will be sold abroad, where in many instances their provenance will not be fully appreciated, and they will find themselves in danger of becoming burger bars and mobile homes.

Exactly how this can be prevented is far from clear. Many of the vehicles in danger will form part of estates which must be liquidised. Those responsible for dealing with such matters would be failing in their duty not to seek the highest possible prices. We all know that in reality most preserved buses and coaches are not, in monetary terms, worth anything like the sums invested in them during their long and painful restorations, but as labours of love they are priceless.

As we have observed many times, the bus preservation movement as a whole is strapped for cash. In the main

this is due to the restrictions it faces in raising money. The railway preservation movement on the other hand can lawfully round up the public, and charge them substantial amounts of money for a ride. Just imagine how much money could be raised if the bus preservation movement was able to entice the public onto an enclosed site and ask them to pay realistic amounts for a bus ride and offer them catering at motorway services prices. Instead we rattle donations boxes, often illegally, and supply them with basic food at basic prices. It's an uphill struggle, and in the last 20 years, little if any progress has been made.

Now more than ever before, we need to set up a 'think tank', its only responsibility to ensure that looming disasters in the bus preservation are minimised if not prevented. Occasionally vehicles sold abroad are repatriated, but such occurrences are rare, so we must try and prevent them from leaving our shores in the first place. Some responsibility must also fall on the owners of buses in danger to explore all possibilities before a foreign deal is done. In many cases this may come to nothing, but surely we must at least try.

**With a price tag of £37,995 this fine Willowbrook-bodied AEC Regal III is likely to face export, conversion or worst still both. NICK LARKIN**





## Former Southampton Olympian restored

Former Southampton CityBus Leyland Olympian 289 (E289 HRV) has been returned to as-delivered livery worn for only six months when new in August 1987. No 289 has been owned by members of the Southampton & District Transport

Heritage Trust since 2012, having been purchased from a local dealer. Over the last few years much work has been undertaken on the bus to prepare it for a repaint carried out by IM Services of Romsey,

Hampshire.

Transfers are still to be applied, but all being well, the bus will be present at the Winchester event on 1 May.

Report and picture:  
THOMAS LINGWOOD



## Celebrating 30 years of Solent Blue Line

Southampton will play host to a special celebration this summer. Vintage vehicles and fun family activities will be located next to the city's famous Bargate on Sunday 4 June for Solent Blue Line's 30th anniversary party.

Now known as Bluestar, the firm is laying on the special family event in support of

Southampton Children's Hospital Charity. Managing Director Andrew Wickham is expecting the festivities to attract a significant crowd. Said Andrew: 'We are thrilled to be celebrating 30 years in Southampton, alongside those who have worked with us and travelled on our buses over the last three decades.

'This promises to be a fantastic celebration of Solent Blue Line's history here. People will even be able to take to the roads in vintage buses, with three special heritage routes running across the town during the event.

'I'm very much looking forward to welcoming guests to our party, which is to be held in support of our corporate charity, a very worthy cause.'

The event takes place between 10.00 and 16.00.





## Bristol Omnibus RESL returns home

Former Bristol Omnibus 508 (THU 354G) has returned to the West Country to become part of the Bristol Omnibus Vehicle Collection. In the north of England for many years and owned by Malcolm Hodgson, who used to drive it when it was owned by Northern Bus, the bus has spent the last few years of its life in United Tilling red.

Mike Walker acquired the vehicle for the collection towards the end of last year and Malcolm arranged a class 6 MoT test at Reliance Bus Works, which also

returned the bus to Bristol Omnibus Co specification and repainted it in Tilling green.

The RE returned to the West Country earlier this year and made its public debut at the Bristol Vintage Bus Group spring open day on 26 March.

This is not the first time that the saloon has been in preservation in Bristol. Before acquisition by Northern Bus, No 508 was acquired by the Bristol Omnibus Preservation Society, an organisation run by a group of company employees. In fact

the other two vehicles at one time owned by this group are now also part of the Bristol Omnibus Vehicle Collection. They are Greyhound coach, Bristol LWL6B NHY 947 and dual doorway Bristol L5G LHY 976, the latter jointly owned with Jonathan Jones-Pratt.

No 508 is pictured here at the Bristol Vintage Bus Group open day together with the only other preserved Bristol Omnibus Co Bristol RESL, No 516 (YHT 802J), owned by Derek Ferris. Report and picture: MIKE WALKER



## Bedford OB repatriated

Exiled Bedford OB (EDR 793), featured for sale in the Netherlands in *B&CP*, April, has returned to the UK.

The new owner is Hornsby's Travel of Scunthorpe, which has acquired it from Peter Van de Merwe of Dordrecht. The coach has been in the Netherlands since 2003 following long-term ownership with County Coaches of Brentwood.

The OB is in good order and was driven from the Netherlands to Scunthorpe in April via the ferry from Rotterdam to Hull. It is still in County Coaches livery but is expected to be re-painted in Hornsby's livery. Its new owner plans to use the coach for heritage work and weddings alongside its other vintage coach, GWN 432, a Thurgood-rebodied Dennis Lancet III.

Report: JOHN WAKEFIELD





# Bursledon Brickworks Bricks Beer & Buses

A new event announced since our 2017 Rally Calendar was published is the Bricks, Beer and Buses Festival to be held at Bursledon Brickworks Industrial Museum, Swanwick Lane, Swanwick (near Southampton) SO31 7HB on Saturday 13 May 2017 between 12.00 and 18.00.

Attractions will include free heritage

bus rides including a service to/from Swanwick railway station from 11.30 onwards. Real ales, cider, soft drinks, hot and cold food, music etc. are all on offer. Entry is £6 on the day, £5 in advance to include a glass, entry to the Museum, a programme with tasting notes and live music from Brigands' Brew.

Online ticket sales are available at: [www.bursledonbrickworks.org.uk](http://www.bursledonbrickworks.org.uk). Tickets can also be purchased from the following local pubs: The Village Inn, Botley Road; The Elm Tree, 1 Swanwick Lane; The Wheatsheaf, 1 East Street, Titchfield or The Navigator, Lower Swanwick. More information available on: 01489 576248.



## Routemaster on the Runway

David Russell's AEC Routemaster RML2290 (CUV 290C) is seen out in the Cornish sun at Perranporth airfield on 24 February. This was a birthday surprise

for ex-London driver Alan Nabb, who was able to drive the bus with family and friends onboard on the private roadway. Said David: 'It was Great to

drive Alan there and back and to see his joy at being back behind the wheel of a "real" bus!





## Bedford CTT 774C under restoration

Bedford VAS1 with Duple Bella Vista body, CTT 774C, has recently passed to KB Coaches of Stonehouse, Gloucestershire where it is undergoing restoration.

CTT 774C is believed to be one of only three Bedford VAS/Bella Vista survivors, and was new to Heard of Hartland in June 1965. Later passing to Thomas of Roche, it was acquired by well-known Shropshire preservationist Russell Price in September 2001.

In June 2016 it was sold on to bus and coach dealer Michael James of Tamworth (trading as Speedbird Enterprises Ltd), and in February 2017 to KB Coaches, where restoration work is well underway. It is expected that the coach will be operated as a heritage vehicle when restoration work has been completed. Report: JOHN WAKEFIELD  
Picture: KB COACHES



## Aldenham Transport Spectacular

This new event should appeal to the many transport enthusiasts who were disappointed to hear the news that the LOTS Autumn Transport Spectacular at the RAF Museum, Hendon would no longer be taking place.

The organisers, Guy and Ross Bowden, have located a venue on the outer edges of north-west London, namely Allum Hall in Allum Lane, Elstree, WD6 3PJ. This is very close to Elstree and Borehamwood railway station (zone 6 of the Travelcard area) with four Thameslink trains an hour each way on a Saturday. The venue is also served by two TfL bus routes (107/292) as well as three non-TfL bus routes (206/658/B3) linking St Albans and Watford to Elstree provided by Unobus and Sullivan Buses. The venue is easily accessible from the motorway network with close links to the A1, M1 and M25.

The date and times set for the event is Saturday 4 November 2017 between 10.00 and 16.00. Admission charges are £3 per person. Refreshments will be available as well as a lounge area to relax over a cup of tea.

Many of the leading bus and railway dealers offering books, magazines, DVDs, models, ephemera, photographs and memorabilia have been invited to attend with their sales stands. There is also an opportunity for any transport organisation (eg museums, preservation groups, clubs and societies) who are not trading to have a 'marketing stall' offering information about their services.

For further information about the event, keep an eye out for the advertisements in the enthusiast press in the coming months and our Facebook page: @aldenhamtransportspectacular

## Obituary: W. H. (Bill) Ashcroft — 1 November 1934 to 6 April 2017

A railway man initially, Bill was involved in railway photography from an early age, and at the end of steam was one of the unofficial loco cleaning crew at Lostock Hall and Carnforth sheds. He was often to be found having a footplate ride on an evening and being allowed to fire the loco as well.

At the end of the steam era he was involved in saving and restoring locos, in particular Nos 45212/407 — both still on the main line today. He would also often be found as a member of the travelling volunteer crew for the locos especially out of Fort William and Mallaig.

He had a huge collection of his own steam era photos,

a significant number being published over the years, publication fees being used to help fund his second passion — restoring his three buses.

Bill took on the restoration of Fishwick No 5 (528 CTF) which was a virtual wreck having been extracted from a hill top farm in Wales. Fishwick No 5 was one of a number of ex-Fishwick vehicles acquired by Rennie's over the years, No 5 being retained as a driver-trainer — a good number of SVBM members having learned to drive on it.

His second bus was also ex-Fishwick's, No 24 (XCV 955R), a Leyland National, but not any ordinary National.

Finally there was ex-Ribble

1931 Leyland Lion LT2 1161 (CK 4518). 'This was a real basket case when we started the project but somehow this project summed up one of Bill's attributes — the "will and the how" to get the job done,' commented a colleague.

Bill was also involved in the fledgling Leyland Museum and in the Ribble Vehicle Preservation Trust. He was old-fashioned in some ways but a character, very knowledgeable, committed to the task, could talk forever, a sense of humour, full of energy, but above all Bill was a gentleman.

Recently diagnosed with lung cancer following a flu-type bug over Christmas, Bill had

just finished his last course of radiography treatment, when he passed away suddenly at home. He leaves his wife, Ruth, and two children, Elaine and Graham.

Our thanks to KEITH SEVERN for this obituary.





# =MIDLAND= BLUE

*The Transport Museum at Wythall has recently re-restored its rare Series one Bristol VRT. JAMES MUNRO and MALCOLM KEELEY report on its history.*

The Bristol VR (Vertical Rear, referring to the engine location) was originally intended to have its engine positioned longitudinally on the offside, behind the rear axle. This concept would have allowed a chassis suitable for both single- and double-deckers with the fullest flexibility to operators for entrance and exit positions. The introduction of a new bus grant which insisted on double-decker buses having the rear-engine mounted across the rear, as on the well-established Leyland Atlantean and Daimler Fleetline, killed the original concept and the production VRT (T for Transverse engine) was much more orthodox, as seen here.

## FINAL DELIVERY

The Bristol VRT, almost inevitably paired with ECW bodywork, became the standard double-decker for the National Bus Company

Midland General 322 (FRB 211H) a series one VRT was early enough to have flat screens rather than the more common curved type fitted to the later series. No 322 was one of the last delivered to Midland General before the company was required to replace its distinctive traditional blue and cream with National Bus Company corporate layout. This bus briefly carried the very rare NBC dark blue before receiving the more usual poppy red. It was around this time Midland General was absorbed into the Trent company and the bus was given a new fleet number of 761.

It returned to its original colours to celebrate a company anniversary in 1985, and was withdrawn from service

in 1988. It arrived at Wythall in 1991, Major bodywork was required, including the replacement of all roof panels, these having suffered some serious tree damage during its later service days. Following this all upper-deck ceiling panels were replaced as these had been stripped out to ensure access could be given to fix the correct type rivets.

Attention was then given to replacing all lower body panels, including the skirts. The cab and dashboard area was also repainted.

The exterior of the bus was then repainted 'in house' at Wythall by former Trustee Bob Lewis, who had led the restoration of the bus to completion in 1992. No 322 was then restored in its original blue and cream livery and was MoT'd periodically during the 1990s.

## RE-RESTORED

By 2012, the Trustees at Wythall, being aware of No 322's significance and the distinct lack of series one VRTs in operation for enthusiasts to enjoy, decided that No 322 should be returned to the road in time for the Trent centenary the following year. The work required all wheel hubs overhauling, a full underside steam clean, minor welding and a full silver spray. Work was also carried out to the interior: all seat frames were repainted, some floor replaced and some seats were recovered. A small amount of electrical work was required together with some tyre changing, not to mention ageing water hoses and clips!

All works were carried out by Wythall's volunteer work force, namely Lloyd



**Series 1 Bristol VRTs are now quite rare, so it's good to see one back in action. The Transport Museum, Wythall's Midland General 322 (FRB 211H) has recently been returned to the road with various works carried out including a fresh coat of paint. PHILIP LAMB**

Penfold, Jeremy Price, Leo Coley, Bob Williamson and Jim Munro.

The exterior of the bus was starting to show signs of ageing, so after a year on the road it was decided to rest 322 until a full repaint could be undertaken. In order to get the best possible finish to return 322 to its best once again, all exterior paint was stripped by Graham Ledger and Kevin Hill.

Meanwhile the bus was treated to new window rubber by Jim Munro, Alex Potts and Ray Ward. A small amount of panel work was also attended to before the bus was dispatched to Transmobile in Walsall for some final body filler work and spray painting in Midland General livery.

Following No 322's return to Wythall, signwriter Steve Evans was on hand to apply Midland General fleet names and legal decals etc made up in vinyl and applied by Kevin Hill.





The Museum would also like to thank Wythall member Claire Pendrous and the Nottingham Area Bus Society's Paul Chambers who both provided valuable assistance in researching the colours and lettering details.

At the time of writing No 322 is awaiting an MoT and is expected to be in action at the Museum at the end of May Bank Holiday. Please check the Museum website for details nearer the time!  
[www.wythall.org.uk](http://www.wythall.org.uk)

Below left: **No 322 was completely stripped of paint and new window rubber fitted.**

Below: **No 322 was despatched to Transmobile in Walsall for some final body filler work and spray-painting in Midland General livery.** Both: JAMES MUNRO







Above: **No 322** pauses opposite the **White Swan** in **Wythall**. PHILIP LAMB

Right: **Seating** is covered in standard **green Vynide**, some of which has been replaced. PHILIP LAMB

Below: The 'without bustle' rear aspect of the **ECW-bodied Bristol VRT** was a great improvement in rear-engined double-deck design. PHILIP LAMB



Below: **Interior** is painted **cream**, rather than the later **dark grey** giving the bus a much **brighter look**. PHILIP LAMB

Bottom: **A Midland General** speciality. PHILIP LAMB





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# MIDLAND GENERAL

Midland General, as part of the Balfour Beattie Group, became state-owned in 1 January 1948. The Balfour Beattie Group favoured AECs and to a lesser degree Leylands, and, as a consequence, brought the marques into the newly created state-owned fleet, which was in

the main Tilling in origin, and consisting of large numbers of its favoured ECW-bodied Bristols. Many AECs and Leylands continued to serve alongside newly acquired Bristols in the Midland General fleets during the 1950s and 1960s, ECW-bodied

Bristols slowly replacing them.

On 1 January 1969, Midland General became part of the National Bus Company, and was, two years later, merged with Trent using NBC poppy red livery, but retaining separate fleetnames, although overall

ownership of Midland General's assets passed to Trent. By 1978 the last Midland General blue-liveried bus had been repainted. Take a look with us at some gems from Midland General, both blue and red ...



Midland General 106 (JNU 684) is a Guy Arab II new in 1946 as No 209 with Roe lowbridge utility bodywork. Like so many utility buses, this Arab was later rebodied, being, in 1955, one of six Midland General utilities to receive, unusually, a new ECW body. This combination came about as a result of Midland General joining the state owned fleets in 1948, giving it access to ECW products. A pleasing combination, we are sure you will agree.



Following the sale of the Balfour Beattie Group to the state in 1948, no Bristol/ECW double-deckers joined the fleet until 1954, when Bristol Lodekkas began to arrive. Many AEC Regents and a solitary Leyland PD1 had been ordered in the early postwar years with deliveries continuing until 1950. Seen here in NBC days bound for Ripley is No 534 (570 ERR), an FS6G new to Mansfield District in 1961 and later transferred to Midland General.



New in 1960, FS6G No 492 (907 MRB) is seen here awaiting departure to Mansfield, whilst Alexander-bodied Leyland Tiger Cub 179 (TRC 179) prepares to leave for Alfreton.





Seen in July 1971 and without a hint of NBC influence Midland General 642 (FNU 411C), a 1965 FLF6B has only a mark 2 Ford Cortina for company in this otherwise deserted street scene.

Midland General was a recipient of some of the final FLFs built. New as No 314 (TRB 581F) in 1968, this FLF6G was later renumbered 753.

One of the last buses delivered new to Midland General 158 (ORB 255K), 1972 Bristol RELL6G was withdrawn by Trent in 1984.





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# A Tiger, a Regal and an 'L' of a Bristol

*A small selection of front-engined single-deckers carrying out a variety of non-PSV roles from our ever-growing archives.*

Right: **A 1948 Brush-bodied Leyland PS1, Yorkshire Woollen 621 (HD 7904) is seen here at Dewsbury in September 1968. The Tiger was one of a pair of saloons, Nos 621/2 (HD 7904/5), converted for use by YWD's Engineering Department and later used as a towbus. Sister bus, No 622, is now preserved at the South Yorkshire Transport Museum.**

Pictures: PRESBUS ARCHIVE



Left: **When Construction & Use Regulations were relaxed to allow 8ft-wide bodywork, state-owned operators discovered that ECW bodywork of that width was available for the Bristol L only when fitted with a Bristol engine. Thus those preferring a Gardner engine were forced to look elsewhere to body their coaches. In 1950 Hants & Dorset enlisted Portsmouth Aviation to build a number of 8ft-wide bodies on L6G chassis, including No 667 (KEL 62). Withdrawn from service in 1963, it was still in use, as seen here, in September 1976 with the Multiple Sclerosis Society Southampton Branch. Originally a half-cab, but receiving a full front at some point, the coach was probably still maintained at the time by Hants & Dorset. To help in its new role, its sliding door had been replaced by a two-leaf folding door and grab handles.**

Below: **Have we had this one before? Something in the back of your Editor's mind tells him that we have, but it is interesting enough to receive a second airing. KPO 510 is a 1949 Duple 'A'-bodied AEC Regal III, purchased new by South Coast Dairies, probably for use by its social club.**









## BOOGIE WONDERLAND

Seen in Carlisle on 18 March is K821 PLX, a 1993 DAF SB220-based Optare Delta new to British Airways of Heathrow as its BU436. It is presently owned by West Coast Limos of Maryport trading as Big Boogie Bus; the Delta's attributes are listed on the cantrail panels. Pictures: JIM SAMBROOKS

## A DAY AT THE RACES

Glovers of Ashbourne AIG 1450, a 1999 Plaxton Excalibur-bodied Volvo B10M new to Last Passive of Dublin as its C7 (99 D 74498) and later reregistered V323 JTO in UK ownership, is seen loading in Bakewell when bound for the races on 10 March 2017.

Picture: IAN MOORCROFT



## MALTESE SIGHTSEEING

These three former UK double-deck buses form part of City Sightseeing franchisee Oasis Tours of Malta's fleet and were operating on the island this March. FOY 001 is a 1982 MCW Metrobus II new to West Midlands PTE as its 2592 (POG 592Y) while COY 018 and COY 019 are 1988 Northern Counties-bodied Leyland Olympians new to Maidstone & District as its 5893 (F893 BKK) and 5895 (F895 FKK) respectively. Both Olympians were last operated in the UK by Arriva Southend. Pictures: CHRIS MARTIN





#### DART DEPUTY

Deputising for a non-available newer Dart on Emsworth & District's route 54 between Chichester and Petersfield is the operator's R171 VLA, a 1998 dual-door Plaxton Pointer 2-bodied Dennis Dart SLF new to Metroline as its DLD71. The bus is seen departing its Chichester Cathedral stop on 23 March. Picture: DAVID JUKES



#### REGENT TOUR

Seen in Canterbury on 11 March soon after departing the city's bus station on what appears to be an enthusiasts' tour is preserved former East Kent PFN 874, a 1959 Park Royal-bodied AEC Regent V. Pictures: DAVID JUKES





#### WINCHESTER REs

Sunday 19 March saw a number of front and forward-entrance vehicles operating free heritage bus services in and around Winchester as part of a Hampshire Bus and Coach Preservation Group-organised event. These included three preserved Eastern Coach Works-bodied Bristol RE single-deckers: former Cheltenham & District 1003 (KHW 309E), a 1967 dual-door RELH6L bus recently restored by owner 1003 Western Pioneer, ex-Red & White RC968 (OAX 9F), a 1968 RELH6L coach owned by Jonathan Radley, and Terry Hussey's former Southern Vectis 302 (XDL 122L), a 1972 RELH6G coach.

Pictures: NIGEL APPLEFORD







# Four million-mile REGAL

*1946 Willowbrook-bodied AEC Regal KNU 446 travelled more than four million miles in service before a body-off restoration, now needs a good home. NICK LARKIN reports.*

Celebrated Derbyshire operator J. H. Woolliscroft & Son Ltd, better known as Silver Service of Darley Dale, certainly got its wear from the Willowbrook-bodied AEC Regal bought new in 1946 and kept for 25 years.

‘There was a note on board, I believe from its operator, saying that it had travelled in excess of four million miles in service,’ said John Burton, who carried out a ten and a half-year ‘body off’ restoration on the Regal. ‘It would be true. The Regal started work every morning and operated until midnight from 1946 until it was withdrawn in 1971.’

The now immaculate vehicle shows no evidence of this excessive use today, and has latterly been used for wedding hire. Now for sale, KNU 446 is about to begin a new chapter of its long career, but first, let’s look at its history.

## **A LITTLE SILVER SERVICE**

James Henry Woolliscroft and his wife, Daisy, ran a greengrocer’s shop in the Derbyshire village of Darley Dale, replacing their horse and cart with a Model T van after World War 1. This was firstly fitted with seating to carry passengers and run an informal service

to Matlock before having a 12-seater charabanc body installed in 1931.

A new Reo Speedwagon with Spicer bodywork arrived in 1924 and the Silver Service name came into use in 1927. Then, in 1934, came the extraordinary purchase of an AEC Q with Willowbrook bodywork which lasted in service until the early 1960s and is under restoration today.

Following busy war work, two AEC Regals arrived in 1946. JRA 446, which boasted a Duple coach body, taking fleet No 2, and the subject of this article KNU 446 (note the same numerals) with Willowbrook dual-purpose bodywork, taking fleet No 4.





**Immaculately restored Willowbrook-bodied AEC Regal KNU 446 bears no evidence of its four million miles! NICK LARKIN**

**KNU 446 about to clock up some more of its four million service miles. Note the original short radiator. JOHN BURTON COLLECTION**

**Body being lifted from the chassis. JOHN BURTON COLLECTION**

**Chassis was worked on while wood for body was being seasoned. JOHN BURTON COLLECTION**

**Major framework carried out using ash salvaged from British Rail trees! JOHN BURTON COLLECTION**

**Handwritten note says it all. JOHN BURTON COLLECTION**



Secondhand purchases were also made before a brace of AEC Regal IVs, carrying Willowbrook centre-entrance coach bodywork and the registrations PRA 865/6 arrived in 1952. H. Strange of Tanley was acquired in 1963, Taylor of Crich in 1969, and Wagstaffe of Matlock in 1976. AEC Reliances with assorted Bedfords and Fords formed the backbone of the 1970s fleet.

The Hulley family sold its bus and coach operation to Woolliscroft in 1979, the same year that five Bristol FLFs came from Western SMT. Unhappy former Merseyside Leyland Panthers were

replaced on service work mainly by Bristol REs.

The Hulley's name was gradually phased out, though remained a separate legal entity and returned fully when the bus side of the business was sold in 1988.

Silver Service continued as a coach operator until 1990, when Woolliscroft was forced into liquidation following court action over unpaid fuel bills. A sad end.

## THE RESTORATION

John Burton tells us that The Regal was sold into preservation at nearby Clay Cross in 1971, eventually passing, via

a Mr Gardiner of London, to Walter Slack, a good friend of John. 'Walter did eventually admit that he would never get KNU done and sold it to me. I named the vehicle after him'

John had been fascinated by buses since his mum worked as a conductor with Naylor of South Normanton in the 1950s. 'They had a fascinating fleet, including a Guy Arab double-decker, JNU 796, bought new in 1945.

After working as a lorry driver, he set up Burton's Coaches in Alfreton, Derbyshire in 1980. His first vehicle was ex-Swains of Mansfield Bedford VAM 70/Plaxton





Elite CNU 942G, followed by former Cottrell's of Mitcheldean AEC Reliance/Plaxton Elite Express FDG 468L, in preservation today. 'I was told this AEC would bankrupt me, but it made me,' said John, whose love of AECs would propel him in the direction of former Trent 1948 AEC Regal/Windover Huntingdon ACH 411, which was subsequently sold to Steve Morris of Quantock Motor Services fame.

John acquired KNU 446 in 1988, and ten and a half-year 'body off' restoration followed. As luck would have it, some ash trees by the railway line at the bottom of Walter's garden were being felled, and British Rail was more than happy for the wood to go to the good use of providing new timbers for the AEC's body.

While the wood was seasoning the chassis was stripped down and everything, from axles to leaf springs, overhauled. A replacement AEC 7.7 engine was sourced from a 'dead' AEC Matador.

Seats to original spec in plywood with metal insets were made by John and covered in period moquette. The bus was

then painted in John's maroon and cream fleet livery.

Once finished, KNU 446 was available for weddings. 'The problem was that you could not get the rates outside of Nottingham that you could get inside, where £900 a day is achievable,' said John.

### LATEST DEVELOPMENTS

KNU 446 was sold to Harry Prew-Smith who ran wedding hire company, Exclusive Cars in Nottingham, but Harry sadly died on Christmas Day 2013, aged 61.

Nottingham firm LandSpeed has been instructed to sell the Regal and other vehicles belonging to Harry and hopes to find a good home for the Regal.

On a happier note, John sold Burton's Coaches a couple of years ago to local firm, Drapers, but after he and wife Elaine 'got bored', Burton's is now back in business again. The fleet comprises Volvo B10Ms, former Armchair Van Hool-bodied R201 WYD and ex-Excelsior, Bournemouth N668 THO, with Plaxton Premiere body.

John has also been restoring a couple of Scammell lorries!

### TEST DRIVE

It was impossible to resist the offer to take KNU 446 for a spin around industrial estate and ring road, despite being in a hurry and it being rush hour. Clamber into the cab, and waiting ominously for you are an enormous steering wheel and two instruments in the form of speedometer and vacuum gauge.

The 7.7-litre engine started and certainly made its presence felt. No sophisticated pre-select gearbox with its musical note here either, but a 'full crash'.

Into first, release the handbrake and we're off. There's acceleration than you might think of as a quick change is double-declutched into second and then, with an embarrassing grating, eventually hitting third, where there is some traditional AEC tunefulness, and relatively easily, fourth.

Venturing back down the 'box again, there's a bit of a challenge going from





third to second — it would need ten minutes practice somewhere in which half the world did not seem to wish to be heading home in its cars the same time.

The bus had obviously been standing for a while (but will be fully recommissioned by the time you read this) and the front tyres seemed to need a bit of air in them as the steering was heavy,

even for an non-power-assisted AEC. The steering is also low-geared, ie needing quite a few turns of the wheel from lock to lock. Acceleration is good, however, as indeed are the vacuum brakes, which are very smooth and progressive.

The bus is noisy, not as refined as you'd think, but extremely willing and thankfully fairly forgiving. And of

course loaded to above full capacity with character!

KNU 446 is for sale at £37,995. Also available are 1967 AEC Routemaster RMA, registration NMY 637E, at £65,000, and 1959 Routemaster, VLT 108, at £45,000.

Details from Paul via paul@pro-motiv.com or 01159 377 277.

Main picture: **Regal's dual-purpose bodywork was popular with independents during the period.**

Detail views, top to bottom: **Instrumentation in cab is limited!**

**AEC 7.7-litre engine came from a Matador.**

**Seats made to correct spec and upholstered with period moquette.**

Above right: **Exclusive Cars advertising on rear of vehicle.**

Right: **RM108 is also for sale!**  
All: NICK LARKIN





# SIMPLY MAGNIFICENT SWIFT

*Former London Transport SMS97 (AML 97H), a 1970 Park Royal-bodied AEC Swift, has been owned by preservationist Steve Parr MBE since 2006 and is now the pride of the Parr family's London Retro Bus Hire operation, as DAVID JUKES discovers.*



The implementation of London Transport's Bus Reshaping Plan from September 1966 must have come as a shock to a travelling public used to traditional crew-operated open-platform RT- and RM- class vehicles. The plan required wholesale route revisions, new one-man-operated buses and extensive use of automatic fare collection (AFC) machinery. Route shortening was intended to alleviate the effects of traffic congestion while single manning was intended to tackle an ever-increasing staff shortage.

## **A SWIFT CHANGE**

For a then 10-year-old Steve Parr, the 1970 changes in south-east London were a time of excitement: 'My school route changed from RTs to Swifts,' he recalls. 'The new buses were like space travel

compared with the old; they had doors, no conductor and speakers on the side. It was my first experience of paying the driver or using a turnstile to gain entry — I thought, "wow!" and fell in love with them at that point. Little did I imagine I would later own one, years later.'

Reshaping began elsewhere in London on 7 September 1968 with the extension of Red Arrow services and the introduction of new local bus networks at Wood Green and Walthamstow. The first Red Arrow services began in April 1966 using six multi-standing single-deck buses — Strachan's (Coachbuilders) Ltd-bodied AEC Swift P2Rs numbered XMS1-6 (JLA 51-56D).

These were 36ft-long and 8ft 2½in-wide and fitted with rear-mounted horizontal AEC AH691 engines of 11.3 litres

capacity. London Transport (LT) chose the class name 'Merlin' for these buses despite AEC's intention for this name to be used solely on a heavy-duty export version of the Swift.

A further nine experimental and 650 production 'Merlins' followed between 1966 and 1969, but the type's overall length and long rear overhang were considered by LT to cause manoeuvrability difficulties in many parts of the capital. LT announced in late-1968 its future single-deck bus orders would instead utilise the shorter 33ft length version of the AEC Swift.

The AH691 engine would not fit the shorter rear overhang of these, so the smaller AH505 engine of 8.2 litres capacity had to be used instead. LT's class name for the new buses was this time



Opposite: **The London Swifts are handsome buses with their external appearance deliberately kept similar to the longer ‘Merlins’ which benefitted from London Transport’s design input. Interchangeability of windscreens, destination boxes and other fittings between both versions was intended with little apparent success.** DAVID JUKES

Right: **SMS97 lays over at Clarence Pier, Portsmouth on 16 March 1996, when part of the late Basil Williams’ Emsworth-based Hants & Sussex fleet.** MICHAEL WADMAN



identical to that of the chassis, making it easier for staff and enthusiasts alike to distinguish the shorter ‘Swifts’ from the longer ‘Merlins’.

Some 838 LT-standard Swift buses were acquired by LT and London Country Bus Services (LCBS) between 1969 and 1972, the latter company being formerly LT’s Country Area, which was transferred to the National Bus Company on 1 January 1970 and which agreed to receive the orders for 138 Swifts placed by LT in 1968/69. SMS97 was allocated to Hounslow Garage in June 1970 for use on routes 81/81B.

The SM class (standee versions were labelled SMS) was bodied by Marshall (125), Park Royal (323) and Metro-Cammell-Weymann (390). LT stipulated these should be as similar as possible to each other and to the longer Merlins, but little part interchangeability was in fact possible beyond windscreens, destination boxes and other sundries owing to manufacturer detail differences. For example, Park Royal and Marshall bodyside widths differed, as did their interior side window surrounds and window pillar cross-sections. The final 100 MCW deliveries also had their headlamps placed further apart to give other road

users a better indication of vehicle width.

AEC also modified the rear axles and other components fitted to the Swift chassis during the production run; four different LT chassis codes resulted. Full details of the SM class as built are shown in Table 1.

### IN SERVICE

LT’s service experience found the Swifts to be mechanically deficient, with engine failures a significant problem. The type’s automatic heating system was also found wanting with the interior noticeably frigid during the winter months. Trials of driver manual control on some vehicles and blanked-off intake grills on others did not noticeably improve matters. Conversely the Swift’s cooling system often failed to cope with warmer summer weather . . .

Problems with bodywork were also experienced; panels and framework cracked and fractured, and door operation failures were not unusual — all had to be rectified at manufacturers’ expense.

‘The Swifts were versatile vehicles,’ considers Steve. ‘London Transport’s thinking was to cut costs by replacing low-capacity crew-operated double-deckers with high-capacity one-man-operated single-deckers. The sudden change from

friendly double-deckers to unfamiliar single-deckers was too much for some, especially for passengers confronted by a non-working turnstile or AFC, or simply not being used to tendering the exact fare when paying the driver.

‘Almost everyone in London disliked the Swifts: drivers, mechanics and passengers alike, so they did not last too long.’

A 1974 reappraisal of traffic requirements led to the conversion of 115 Park Royal-bodied dual-door SMS-type Swifts into conventional one-man-operated buses. Additional seats were fitted in the forward standee area, the AFC and turnstile equipment removed and the centre doors sealed out of use but left in position. The affected vehicles within the SMS51-100 and SMS224-448 batches were reclassified SMD, the D simply replacing the S in their fleetnumbers.

The first examples were introduced in March 1976 but it was quickly discovered they were less user-friendly than their unmodified sisters. SMS97 became SMD97 in April 1976 and was allocated to Fulwell for use on routes 90/270 until its September 1977 withdrawal from London service.

**Table 1: THE LONDON SWIFTS AS DELIVERED**

Code	Chassis	Body	Type	Fleetnumber	Registration
ISM2	4MP2R	Marshall B42F+10	Conventional OMO	SM1-50	AML 1-50H
ISM1	4MP2R	Park Royal B33D+34	Split entrance AFC OMO	SMS51-100	AML 51-100H
ISM3/1*	4MP2R	Park Royal B38D+22	London Country OMO	SM101-48	BPH 101-148H
1/ISM4	4MP2R/1	Marshall B33D+34	Split-entrance AFC OMO	SMS149-223	EGN 149-223J
1/ISM1/1	4MP2R/1	Park Royal B33D+34	Split-entrance AFC OMO	SMS224-418/23/7/429	EGN 224-418/23/7/429J
2/ISM1/1	4MP2R/2	Park Royal B33D+34	Split-entrance AFC OMO	SMS419-22/4-6/8/30-41	EGN 419-22/4-426/8/30-41J
2/ISM1/1	4MP2R/3	Park Royal B33D+34	Split-entrance AFC OMO	SMS442-8	EGN 442-448J
1/ISM5	4MP2R/1	MCW B41D+19	London Country OMO	SM449-538	DPD 449-538J
1/ISM6	4MP2R/1	MCW B33D+34	Split-entrance AFC OMO	SMS539-64/8/70/5-8/80-3/6/9/90/641/3	EGN 539-64/8/70/5-8/80-3/6/9/90/641/3J
2/ISM6	4MP2R/2	MCW B33D+34	Split-entrance AFC OMO	SMS565-7/9/71-4/9/84/5/7/8/91-610	EGN 565-7/9/71-4/9/84/5/7/8/91-610J
2/ISM6	4MP2R/3	MCW B33D+34	Split-entrance AFC OMO	SMS611-20/2-30/3/8/47-97/737	EGN 611-620/2-30/3/8/47-695J, JGF 696/7/737K
4/ISM6	4MP2R/4	MCW B33D+34	Split-entrance AFC OMO	SMS621/31/2/4-7/9/40/4-6/98-736/8	EGN 621/31/2 /4-7/9/40 /4-6J, JGF 698-736/8K
3/ISM6/1	4MP2R/5	MCW B33D+34	Split-entrance AFC OMO	SMS739-838	JGF 739-838K

\* The SM3 body code was intended for a Green Line dual-door variant that was not developed



## EARLY DOORS

LT announced its intention in November 1976 to prematurely withdraw the Swift fleet, although limited re-certifications proved necessary, as new replacements could not be sourced quickly enough. London Country withdrew its final examples at Easter 1981, while LT's last Swifts clung on until 27 July 1981.

A number from both fleets passed to new owners for further service, although the majority soon met their end in the Yorkshire scrapyards. Eighty were sold by LT to Citybus of Belfast, then experiencing a vehicle shortage caused by terrorist activities. Others were exported, Malta proving a popular destination, with seven donated to the Italian Government following a severe earthquake that struck southern Italy in 1980. Swifts were also acquired by independent operators across the UK and other undertakings for non-PSV use such as staff and schools transport, promotional purposes or contract work.

SMD97 passed to Transport Ferry Services of Felixstowe in May 1978, later running for Townsend Thoresen at Dover Docks from 1980. Its service life finished with a spell at Hants & Sussex Motor Services of Emsworth (Hants); one of 11 ex-LT and London Country Swifts owned for varying periods from 1984 onwards by Basil Williams and used

in his Southern Motorways, Glider and Blue, and Hants & Sussex fleets. They were (SM30/111/3/4/44/502/683 and SMD80/97/441 for service and SMS158 for spares).

Hants & Sussex successfully dealt with the type's heating deficiencies, fitting new thermo heaters to provide a more comfortable interior temperature during cold weather.

Preservation beckoned for SMD97 on its withdrawal by Hants & Sussex. It was owned for periods by Paul Brophy and Country Bus Rallies, the latter intended it as a spare parts donor for sister SM114 but the latter's relatively good condition meant SMD97 could be sold intact for continued preservation.

The bus was still in as-withdrawn Hants & Sussex condition when acquired by Steve Parr in 2006. It remained in secure undercover storage while Steve's attention turned to other co-owned vehicles within the Bromley Bus Preservation Group's collection: former LT RF48, DMS1868 and BL49, the last owned by Claire Green.

SMD97 was extracted and sent to London Bus and Truck at Northfleet (Kent) for mechanical overhaul and MoT testing. Steve then worked on the bus outside his south-east London home stripping out the SMD-specific parts installed by LT and the non-original heating system fitted by Hants & Sussex.

## RESTORATION

'I sent the Swift to Reliance Coachworks in 2010 for restoration to 1970 condition as SMS97,' says Steve. 'One of Martin Hearson's first tasks was to rebuild the rear end.'

'It had been struck by another Hants & Sussex Swift in Portsmouth and the repair was evidently not of the highest quality,' he adds. 'It was probably considered sufficient at the time for no-one considered the bus's continued existence all these years later.'

The rear framing was remanufactured and every external panel below roof level replaced. The emergency exit door was rebuilt and window pan cracks repaired.

The original centre doors were reactivated and a new radiator fabricated by Reliance to replace a leaking and time-expired original. New window rubbers were fitted and the original glazing reinstalled, the rubber order being shared with the owner of SM106, currently undergoing restoration at its Welsh home.

The interior fittings had been removed as part of the initial strip down and could now be reinstated. Steve had also sourced SMS parts to replace those lost at the SMD conversion: 'I was told more than once I would never find an AFC machine,' he explains. 'I traced one in Malta with the exceptional assistance of Stuart Boxall, still fitted to the exported SMS180 which lay in a Maltese scrapyard.'

'SMS180 donated a number of parts for SMS97, as did SMS314 and SM13,' Steve adds. 'I was able to source the single passenger seats, barrier, ticket bins, air door rams, door step plates and fare chart board from SMS314 while SM13 provided other parts including a number of ventilation panels.'

This page: **SMS97 undergoing restoration at Reliance Coachworks on 22 October 2011 — the extent of necessary work is clearly evident.** STEVE PARR

Opposite, top: **SMS97 is finished in the standard London Transport livery applied when new in 1970; all-over red relieved by a flake grey waistband and red oxide wheels. The 'coin-in-slot' symbols were carried by all early SMS buses; the application ceasing from receipt of the first MCW-bodied Swifts.** DAVID JUKES

Opposite, bottom: **SMS97's interior colour scheme is readily apparent with lights aglow at dusk. Note the speakers mounted above the side windows; six were fitted inside in addition to the externally mounted pair adjacent to the passenger doorways.** DAVID JUKES







‘Undoing the conversion work was probably the greatest challenge in turning SMD97 into SMS97 — both finding the SMS parts and stripping out the SMD features.’

SMS97 returned from Reliance to the London area in July 2015 complete with an exterior now painted LT red for the first time in 34 years and correctly set off with a flake grey waistband. A tachograph was fitted adjacent to the windscreen’s centre — ideal for the driver but detracting a little from the original finish, as a working future beckoned for SMS97, or *Bella* as it is known to the Parr family and friends, named affectionately after Steve’s late mother.

## A COMMERCIAL FUTURE

We now need to turn the clock back a few years. While *Bella* was at Reliance, Steve was driving on the M25 following

three Routemaster buses. Looking for a little variety away from his day job. He contacted their owner and asked if he was looking for drivers.

‘It turned out they were looking for a marketing and sales manager,’ he recalls. ‘I talked to my daughter Rachel, who is a trained business manager, and she expressed an interest, subsequently taking on the role and very successfully helping to run the business.’

‘From this she persuaded me there could be more commercial opportunities for my buses,’ Steve continues. ‘I was sceptical but Rachel saw an enormous commercial opportunity and with my daughter-in-law Naomi’s marketing and organisational skills, they both formed and developed London Retro Bus Hire in 2014 with Routemaster RML2732 *Edna*, with plans to bring in *Bella* after her restoration was complete.’

Naomi set to work developing the company’s website and brand: ‘We decided there would not be any fliers or magazine advertising,’ she states. ‘We wanted a good website presence, ideally traditional looking but with a modern twist.’

‘Our competitors’ websites looked dated, chaotic and wordy,’ adds Naomi. ‘But we wanted to provide a complete package that would be clearly understood as our unique selling point. Rachel has been an events manager in the past, weddings, corporate events and the like being her bread and butter.’

‘We are passionate not only about buses but also giving our customers the best possible experience. It is a family business which we have successfully expanded to around 20 team members and nine vehicles — it has our family and family





Top left: Intending passengers were faced with a number of notices directing them towards the automatic fare collection (AFC) machine or driver for payment. Note how the front doorway is divided with a pair of twin-leaf folding doors opening towards a centre pillar to maintain the separate passenger flows.

Top right and below right: The AFC machine and turnstile fitted to SMS97.

Bottom, left to right: The rear half of the front entrance was for use of passengers using the AFC machine to pay their fares. This forward facing notice was placed at the doorway's right hand side as a reminder of acceptable coinage.

A centrally placed ceiling-mounted illuminated advertisement panel was fitted to the Swifts ordered by London Transport. Most displayed LT's own publicity.

The 'coin in slot' symbols were carried by the early SMS-class buses to denote the fitting of automatic fare collection machines. Their use was discontinued with the first deliveries of MCW-bodied Swifts in 1971. All: DAVID JUKES

friends at its heart and is built around our own values.'

Steve never imagined *Bella* would be earning her keep in this way: 'She is proving a very popular member of the fleet thanks to her large circulation area and a capacity of just five less than an RML. *Bella* is a very nice bus to drive — better than a Routemaster in my opinion — and is proving most reliable thanks to the care lavished on her and the other vehicles by Paul Morris.'

Almost the entire London Retro Bus Hire fleet is named after family members and friends who were loved but have passed away. See Table 2 for the current fleetlist.

The immediate future is considered by Steve a time for consolidation: 'We have

nowhere to securely store any more buses at the moment. This year will be the first time we have had six on the road. RF489 should join the active fleet very soon, which I am quite looking forward to as it will look good with the Swift.

'I would like to acquire an RT one day to complement the RF,' he adds. 'But that remains a long-term dream. We could acquire more Routemasters as there is a particular call for these, or another DMS or Swift as these are my main interests.'

London Retro Bus Hire has worked with other similar companies on larger corporate jobs where each has insufficient vehicles to carry out the work alone:

'There is good money in corporate hires,' says Steve. 'We have wrapped vehicles for

such use on occasions. For example, our exhibition unit DMS1455 has recently toured England for the *Daily Mirror* "No Vote / No Voice" campaign.'

'I anticipate Naomi and Rachel will also develop the product into new markets — that is something I am looking forward to,' he concludes.

Our thanks to Steve, Rachel, Naomi and Matthew Parr for their kind assistance. For more information about London Retro Bus Hire, please view [www.londonretrobushire.co.uk](http://www.londonretrobushire.co.uk), e-mail [info@londonretrobushire.co.uk](mailto:info@londonretrobushire.co.uk) or call 020 8516 1156. Grateful thanks also to the Managers of Stagecoach London's Catford and Bromley garages for permitting access to their premises for photographic purposes, and to Chris Stanley for his assistance sourcing historic pictures.

Opposite, top: SMS97 in Bromley Garage's exit doorway as the rain starts to fall.

Bottom: Route 227 past and present. Bromley Garage hosts SMS97 and Stagecoach London 23108 (LX12 DLD), a 2012 Mercedes-Benz O.530 Citaro. The latter is two metres longer than the former yet seats just two more passengers.

Inset: Steve Parr MBE. All: DAVID JUKES

**Table 2: THE LONDON RETRO BUS HIRE FLEETLIST**

Fleetnumber	Registration	New	Chassis	Body	Name
RF489	MXX 466	1953	AEC Regal IV 9821LT	Metro-Cammell B41F	Rene
RM385	865 UXC (WLT 385)	1960	AEC Routemaster R2RH	Park Royal H36/28R	Joy
RM1063	63 CLT	1962	AEC Routemaster R2RH	Park Royal H36/28R	
RML2679	SMK 679F	1967	AEC Routemaster R2RH/I	Park Royal H40/32R	Kit
RML2702	SMK 702F	1967	AEC Routemaster R2RH/I	Park Royal H40/32R	Pauline
RML2732	SMK 732F	1967	AEC Routemaster R2RH/I	Park Royal H40/32R	Edna
SMS97	AML 97H	1970	AEC Swift 4MP2R	Park Royal B33D+34	Bella
DMS1455	MLH 455L	1973	Daimler Fleetline CRG6	MCW H/C (Exhibition unit)	Harriet
DMS1868	GHM 868N	1975	Daimler Fleetline CRL6	MCW H44/24D	
DMS2127	OJD 127R	1976	Leyland Fleetline FE30ALR	Park Royal O45/29F	Doris







# YEATES OF LOUGHBOROUGH



The business of W. S. Yeates was founded in Nottingham in 1928, moving to Loughborough in 1931. Distribution and service of Gilford passenger chassis formed the main part of the business, and in 1932 the company became agents for both Dennis and Bedford. Mechanical work and coach painting were added to the company's portfolio.

Company founder William Stanley Yeates died in 1943, the cessation of hostilities seeing Yeates building its first body, a fire engine for Loughborough Corporation. This was followed by a replacement body on a Thornycroft Cygnet for Salopia Saloon Coaches.

The postwar demand for coach bodywork saw many other concerns entering the fray, but as always in these cases, only the strong, including Yeates, survived. Up until the introduction of underfloor-engined chassis, hundreds of half-cab coaches on a multitude of chassis were built. Until 1953 bodywork for such vehicles was clearly derived from half-cab designs, but in that year a new range of bodywork suitable for all types of coach chassis was introduced and given the name 'Riviera'.

For the next ten years, Yeates remained a significant supplier of coachwork, predominantly on the Bedford SB, but in 1963 the decision to cease production was taken, the company continuing as an agent for other manufacturers' products. Here is a quick representation of the company's final years. Many of the coaches featured had long and productive careers, becoming well known to enthusiasts everywhere.

**The Riviera body was introduced in 1953 with versions suitable for both underfloor- and front-engined chassis. New to Knight of Hemel Hempstead in 1954 TJH 538, a Riviera II-bodied Bedford SBG passed to Dew of Somersham in the early 1960s. Other owners followed prior to acquisition by Lewingtons, with which it was still in service in the 1980s — a career lasting over 30 years.**

**Another Riviera II-bodied Bedford SBG, UTD 38 was new in 1955 to Knowles of Leigh. It is seen here with Rose of Lancashire fleetnames.**

**Bedford SBO NJU 613 displays the later Riviera IV coachwork. It was new to Leicestershire operator Gibson of Barlestone in 1956.**





Top: The year 1957 saw a switch to a new design the Europa, which amongst other changes saw a reduction in the amount of brightwork. Amongst the best-known Europas were a trio of AEC Reliances new to Boddys of Bridlington. These coaches put in many years service. Seen here in 1975, aged 17 years and with a sister vehicle behind VBT 192 loads at Sheffield Central Bus Station as it prepares to transport holidaymakers back to its Brislington home. Sister coach VBT 191 survives in preservation, whilst this coach ended its days stripped of all mechanical units in use as a store shed by a transport contractor in Skegness.



Right and below: A couple of views of another Yeates coach laying claim to fame, Europa-bodied Bedford SBI 47 UNU. New to Felix of Stanley in 1961, the coach was sold to Wents of Boxford in Essex in 1972. It carried on working Wents Colchester service until June 1983. Wents survived another eight years; its last day being Saturday 20 July 1991. The first view shows the coach with Felix in Derby bus station, whilst the second at Colchester shows the coach in service with Wents.







This page, top to bottom: Another notable Essex-based Yeates coach was Eastern National, ex-Moores of Kelvedon, 1960 Commer Avenger IV 102 (7652 VW) seen here at Victoria Coach Station, where it was a frequent visitor on Summer Saturdays during the 1960s. The front-mounted underfloor engine necessitated a high floor, something quite evident! Whilst with Moores, this Europa Mk2-bodied Avenger acted as the Colchester Town FC team coach until its acquisition along with the company by ENOC in 1963.

In 1961, KW of Daventry acquired four Bedford SBI, three with Fiesta coachwork and one with a Pegasus bus body. All later found new homes with other operators. One of the Fiesta-bodied coaches XNV 3 moved on to Hulleys of Baslow. It is seen here in Bakewell in September 1976, prior to withdrawal some two years later.



The Fiesta, introduced in 1960, featured forward-sloping window pillars. Seen here in service with Nadder Valley, Fiesta-bodied Bedford SBI XRP 1 was another of KW of Daventry's 1961 intake.

Opposite, top: Perceiving a need for a front-engined lightweight saloon with entrance ahead of the front axle, Yeates developed the Pegasus mounted on a modified Bedford SB chassis, the work being carried out by Yeates 'in house'. Seen here in June 1973 is MEP 743, a Pegasus-bodied Bedford SBI new to Mid-Wales Motorways in 1961.







Above: Another well-known Yeates-bodied vehicle is 951 UVT, a Pegasus-bodied Bedford SB5 new to Beckett of Bucknell in the Potteries in 1962. The vehicle passed with the operator to PMT the following year. In 1969, the Bedford made a long, very long in fact, journey north to join the fleet of Shetland operator Leaks of Lerwick with which it spent many years as the mainstay of Lerwick's town service. It is seen here at work in May 1972.

Left: The final Yeates offering was the Fiesta FE44. A cross between the Fiesta and the Pegasus, the FE44 designation referring to the body being a front-entrance 44-seater. One of the best known was Moss of Sandown IoW's 1963-built 670 ADL seen here in the livery of a subsequent operator.



# CLOSURE AT Exeter

An event to mark the closure of Exeter bus & coach station also served as a tribute to well-respected West Country preservationist Phil Platt took place on Sunday 19 March. **STEPHEN WREN** reports.



The Devon General Omnibus Trust in conjunction with Stagecoach South West had been planning an event to mark the closure of Exeter's Paris Street bus & coach station for some time with the late Phil Platt being the main driving force behind the organisation, but as Phil's health deteriorated, the Trust's Ken Baker took on the role of coordinator.

A date of 1 April was given for the final closure, so planning stepped up a gear for the event to take place on 26 March being the final Sunday of operation. With entries in and ideas in place, a change of date to 19 March became necessary when the City Council moved the closure date forward by one week. With Phil's untimely passing, it was decided that the event would also be a fitting tribute to the enormous contribution Phil had made to the preservation movement over a very long period of time.

With the event advertised came the next bombshell from the City Council. The bus station would not close as planned as contracts for the redevelopment of the site could not be finalised and the bus station would remain open for an undisclosed period. The Trust felt that, as the event had been advertised and with the risk that a postponement could well result in people travelling long distances only to be disappointed, it had no alternative but to continue with 19 March.

Philip's estate kindly agreed that three of the vehicles he had owned could take part, these were two former Devon General AEC Regent Vs: 1957 Metro-Cammell Orion-bodied DR817 (VDV 817) and 1965 Park Royal-bodied

**One of two AEC Regent Vs owned by Phil Platt 1957 MCCW-bodied DR817 (VDV 817) is seen adjacent to Exeter bus station. **STEPHEN WREN****

**The other, Park Royal-bodied 513 (CTT 513C), new in 1965, awaits its next duty in the bus station. **STEPHEN WREN****

**Grey Cars was Devon General's coaching arm, represented here by No 1 (1RDV), a 1964 Harrington Grenadier-bodied AEC Reliance, also from Phil Platt's collection. **STEPHEN WREN****





513 (CTT 513C). The third vehicle taking part was Grey Cars 7ft 6in-wide Harrington Grenadier-bodied AEC Reliance 1 (1 RDV). Much work was required by a small army of volunteers to make the vehicles available, not least repainting of 817 in poor weather conditions. Philip had particularly wanted 817 to be involved, as it had been the first bus into the bus station back in 1964.

Phil's wife Diane attended the event, as did his daughter Gillian along with

her husband and twin boys, Phil's grandchildren.

The event took the form of a running day with 62 journeys operating over 11 routes using 24 buses and coaches with a further 10 buses on static display. The free rides proved popular with enthusiasts and local people alike, with some journeys requiring duplication.

Trust Chairman, Peter Murraghan, said that all the planning and preparation for the event had helped make a very

successful day and a fitting tribute to Phil who would have been truly proud of what was achieved.

**Devon General DL640 (MTT 640), a 1951 all-Leyland PD2/I departs Exeter bus station ahead of Grey Cars 1 (1 RDV).**

**Originally registered 925 GTA, Devon General DL925 (MSJ 499) is a member of the famous 'Seadog' class comprising nine MCCW-bodied Leyland Atlantean PDRI/I convertible open-toppers named after famous seafarers. DL925 is Admiral Blake. Both: TUDOR THOMAS**







Left: **Devon General 526 (C526 FFJ)** represents the army of Ford Transits, which dominated the Exeter bus scene for more than a decade.

Below left: **Marshall-bodied Leyland Panther PSUR1/1, Exeter 217 (TDV 217J)** was new in 1970. It passed to Devon General following its takeover of the municipal operation.

Below: **Making a welcome appearance was Exeter 17 (HFJ 144), a 1948 all-Leyland Titan PD2/1.**

Bottom: **Western National 1969 (468 FTT)** is a Bristol FLF6G new in 1960.  
All: TUDOR THOMAS







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### **Contact Details**

**Bus Entries - Andy Walcott  
noa462x.aw@gmail.com**

**Stall Entries - Peter Turland  
turland@btinternet.com**

**General Enquiries  
Andy Collett  
andy.collett@nationalexpress.com**







# NO FOOLING US

## A DETLING DAY OUT

The South East Bus Festival was held on 1 April at the Kent County Showground. DAVID JUKES presents this selection of attending buses and coaches.

East Kent's first 40-strong batch of AEC Regent Vs carried curvaceous full-front Park Royal bodywork, as demonstrated here by preserved PFM 874 of 1959.

East Kent acquired 40 Park Royal-bodied Guy Arab IIIIs in 1951 — FFM 399 was numerically the last of the batch. Their bodywork was closely based upon that of the contemporary London Transport RT-type.

A good load is being carried by ex-East Kent JG 8720, a 1937 Dennis Lancet II with 1949 Park Royal bodywork.







**EAST KENT**



## Bus & Coach PRESERVATION

The first deliveries of rear-engined double-deckers to East Kent were 20 Park Royal-bodied Daimler Fleetlines in 1969, including preserved RFN 953G. Ten entered service as driver-only operated vehicles at Thanet and were soon joined by the remainder.







Operating on home ground is former Maidstone & District DH159 (HKE 867), a 1945 Bristol K6A with 1953 Weymann bodywork.

Former Maidstone & District SC390 (390 DKK), a 1958 Harrington Wayfarer IV-bodied AEC Reliance, was later rebuilt as a dual-purpose vehicle with the fitting of a new bus-style front end to enable driver-only operation.

Carrying a capacity load around the Showground is former London Transport Central Area RF368 (MXX 10), a 1952 Metro-Cammell-bodied AEC Regal IV 982ILT.







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# Life after London

The early withdrawal by London Transport of RTLs and RTWs followed by postwar RTs in some numbers flooded the secondhand bus market with well-maintained modern double-deckers over a number of years. Whilst a godsend to small operators everywhere, there were more than enough to go round, leading many to find new lives as non-PSVs in a huge variety of roles. Here's a small selection . . .



Above: Two views with two different owners of RT2213 (KGU 142), which was originally sold in 1970 to Passenger Vehicle Sales of Silver End, Braintree, passing at a later date to Burwell & District. Sold to Omnibus Promotions of London ECI in 1975, it was next acquired by a Mr Kirkland, whose plans to convert it into a mobile restaurant never materialised. Its next home was, as seen here, with Moodies of Haslemere, a company specialising in hiring out promotional vehicles. Conversion to a mobile restaurant followed before acquisition by Mrs L. Peters (Swings & Roundabouts) as depicted in our second view. In 1994 the Weymann body was destroyed by fire, the surviving chassis being donated to the London Bus Preservation Trust. Now restored, the chassis is today on display at the London Bus Museum.





Opposite page, bottom: **Seen here in a typical Central London setting surrounded by an AEC Routemaster and taxis, RT4108 (LUC 457) was sold in 1972 to Blue Diamond Coaches of Harlow. It was, at a later date, exported to the USA and was last recorded in Colorado Springs.**

This page, right: **Seen here with George F. Ward (contractor), RTL1171 (LYF 112) was initially sold out of service to Lesney Products as a staff transport.**



Left: **Surplus to London Transport requirements in November 1972, RT2557 (LYF 282) was sold to Saunders Caravans of Borough Green, Kent as an advertising vehicle. In 1983 it moved on, as seen here, to the Foxhunter Caravan Park of Munster, also in Kent, where it acted as a courtesy bus. In 1997 it was 'fired' for a film before being sold to the East London Traction Society, being placed in store in Northampton with the intention of converting it into tow truck. It was last noted as 'chassis only' in 2008.**

Right: **Withdrawn by LT in 1976, RT3323 (LYR 542) passed to Sealelectro Ltd, Portsmouth as a staff transport. It was sold on in 1984 via Brakell (dealer) to the Milimead Centre, Berryfields, which used it as a coffee bar. Next stop was St Peter's Church in Conisborough, near Doncaster (illustrated), where it gained the name *Barney the Bus*. In 2004 it was donated to the Trolleybus Museum at Sandtoft where it has been restored to original condition.**





# Cultural Regent

*SIMON GILL reports on a rare AEC Regent III with a tin front that has recently returned to the road.*





The city of Hull is changing. After being named the first ever 'Crap Town' winner in 2003 it is now shaking off that image as UK City of Culture 2017, which it won on the theme of a city coming out of the shadows. The organisers of Hull's special year have split it into four seasons and the first two: 'Made in Hull' and 'Roots and Routes' both resonate with a splendid addition to the preserved bus scene in the shape of Kingston-upon-Hull Corporation Transport 337 (OKH 337).

### HULL'S AECs

Hull Corporation bought its first AECs in 1921, but it was to be 11 years later when the make entered service in any quantity, when 10 AEC Regals and 20 AEC Regents arrived. Although a few double-deck AEC Qs were operated, Leyland and Daimler predominated until 1939 when 10 Regents were delivered, unusually fitted with Gardner 5LW engines. The Corporation's Central garage was destroyed by enemy action during the night of 7/8 May 1941 which resulted in the loss of 44 buses. Replacement buses were loaned by several Yorkshire fleets until 10 'unfrozen' AEC Regents and four Leyland TD7s arrived in 1942, followed by numerous Guy Arabs to utility specification until 1945.

Following the end of World War 2, motorbus deliveries between 1946 and March 1960 were entirely of AEC manufacture with Weymann bodies until a radical change of policy saw the introduction of a large fleet of Leyland Atlanteans. In order to speed up the replacement of wartime deliveries and replace trolleybuses, secondhand AEC Regent IIIs were acquired between 1962 and 1967 from St Helens, Leicester and Nottingham.

Opposite page: **With one of Hull's most famous landmarks, the Wilberforce Monument in the background, we see Weymann-bodied AEC Regent III Hull 337 (OKH 337) recreating service 11 on Wilberforce Drive. This year marks the 210th anniversary of the passing of the slave trade.** JAN GILL

This page, top: **Hull 337 when newly completed at the Weymann works.** MARTIN CHAPLIN COLLECTION

Right: **Approaching Hull bus station in the early 1960s is sister bus 340 (OKH 340) on a 33 service via Dansom Lane to Gillshill Road.** MARTIN CHAPLIN COLLECTION



### TIN FRONTS

Although the vast majority of AEC Regent IIIs were built with traditional exposed radiators a 'new look' Birmingham-style front using sheet metalwork manufactured by Crossley Motors appeared at the 1952 Commercial Show. The first AEC so fitted was Devon General DR679 (NTT 679) which also featured a pre-production synchromesh gearbox and the prototype Weymann Aurora body. It is now preserved as part of Ron Greet's collection.

A total of 74 AEC Regent IIIs were fitted with the Birmingham-style front, these being the above prototype followed by 40 for Bradford: Nos 66-105 (HKW 66-105) new between November 1952 and September 1953 with East Lancs bodies, six for Hull which we shall return to shortly, 15 for South Wales: Nos 425-

39 (JWN 901-15) new in February and March 1954 with Weymann lowbridge bodies and a final 12 for Devon General: DR724-35 (PDV 724-35) in June 1954 with Weymann Orion bodies.

However, we must not forget that 100 AEC Regent IIIs, Liverpool A1-A100 (NKD 501-600) delivered between June 1953 and February 1955 received tin fronts and enclosed bonnet assembly, also manufactured by Crossley, but to that undertakings unique style. Similarly Midland Red ordered 100 AEC Regent IIIs with bodywork split between Brush and Metro-Cammell, class AD2. These buses also sported built-up bonnets combined with tin fronts to Midland Red's unique design shared with the solitary D1 and D5/D5B classes. Finally, Sheffield took delivery of 86 AEC Regent IIIs with Regent V-style tin fronts introduced in September 1954







and split between the Corporation and Joint Omnibus Committee fleets with bodywork by either Roe or Weymann.

### THE LAST HALF-DOZEN

The last AEC Regent IIIs bought new by Hull were the above mentioned six AEC Regent III 9613E models with Weymann bodies numbered 336-41 (OKH 336-41). They entered service in October 1953 and were the first vehicles in the fleet built to the increased dimensions of 27ft-long and 8ft-wide. The order was originally for 20 vehicles but the remaining 14 were cancelled. Featuring a 9.6-litre 120bhp AEC engine, fluid flywheel, pre-selective gearbox and air brakes they were popular vehicles.

A traditional style of Weymann four-bay body was carried with flared skirt panels which, together with the 'streamlined' livery introduced in the 1930s, matched the curves of the 'tin front' and made

Above: **The condition of the front near side when 337 was acquired by Martin in October 2000.**

Below: **Work in progress on the nearside lower-deck floor.** Both: MARTIN CHAPLIN



them very attractive vehicles. Unladen weight was 7ton 19cwt 1qr.

These buses were initially allocated to Central garage although they could not be used on routes crossing Drypool Bridge until a width restriction was removed in July 1961. Later allocated to Cottingham Road, they could be seen on most services, in particular the 1 and 2 circulars. No 341 was the first bus to be withdrawn in October 1969 with most of the others following in late 1971, although No 340 became the final AEC Regent III, new to Hull, to be withdrawn in November 1972. All but one was sold for scrap.

### HULL 337

The survivor is 337 (OKH 337). Withdrawn in November 1971. It was sold for preservation in February 1972 to a group of Hull bus drivers calling themselves the Wandering Wheels Preservation Group before passing to the Private and Municipal Preservation Group, led by Tony Holland, a year later. In July 1979, No 337 was sold to Neil Birch of Hull before being acquired by current owner, Martin Chaplin in October 2000.

Martin's mother and uncle were founder members of the Hull 245 Group, then custodian of Weymann-bodied AEC Regent II No 245 (HAT 245), now owned and being restored by Steve Lyne (see *B&CP* March/April, 2016). Martin's uncle was a bus driver and from the age of ten, Martin used to annoy him with regular requests to accompany him on weekend shifts including depot visits. Although too young to remember the AEC Regent

IIIs in service, his involvement, via close relatives with Hull 245, has given Martin a strong interest in buses of the 1950s, and so decided to purchase 337 when its future was under treat and I am sure readers will agree, we are all pleased he did!

### RESTORATION

Much of the mechanical work had been carried out by Tony Tock in the 1980s and 1990s before Martin had taken the bus on. The engine had a cracked block but, amazingly, a replacement block was obtained from Hull's Liverpool Street workshop which still had one in stock! As is so often the case, the bodywork required a significant rebuild to eliminate rot. All pillars were replaced together with the stress panels and lower-deck floor. The upper-deck floor remains original, but it is now accessed via a new staircase with the platform and adjacent riser also new. All glazing was replaced and new window rubber fitted. Turning to the interior, all the seats were re-trimmed by Derek Truelove and a replacement heater was fitted in the lower deck, although Martin hopes to reinstate the original style heater in due course.

Martin recalls that one of the biggest challenges was converting the front number blinds back to the original two-track layout as Hull Corporation had changed them to three-track during the 1960s. The standard of painting is extremely good, especially as Martin had not painted a bus before. He has achieved such a high finish with only five minutes training! He used Williamsons Hull azure blue (for which the original specification still exists) and white, applying two coats of primer, two undercoats and two top coats. Preparation and marking out the livery took a lot of time, Martin staying until midnight one evening to get it just right.

### GROUP HELP

Continuing the 1950s theme, Martin's next project is East Yorkshire Motor Services 'Yellow Peril' double-deck coach 575 (MKH 84), a Leyland Titan PD2/12 with Roe Full-front body. If Hull 337 is anything to go by that is something to look forward to. He is also involved with several other Hull Corporation buses on which restoration is progressing.

In addition to those already mentioned Martin would like to thank Nigel Green, Steve Fenton, Chris Smith and Frank





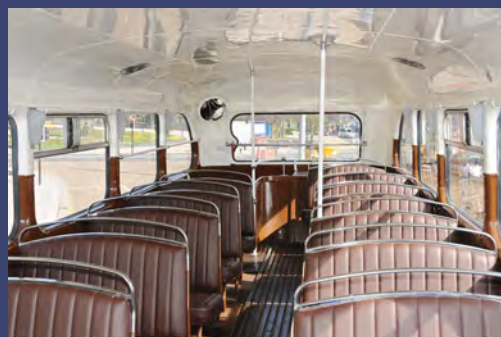
Left: **The nicely finished lower-deck interior showing the distinctive white handrails and period notices.** SIMON GILL



Below left: **The front lower-deck bulkhead with replacement heater.** JAN GILL



Top right: **Upper-deck interior looking towards the rear showing the nicely trimmed seats, original light fittings and white ceiling.** SIMON GILL



Right: **A real municipal bus — the nicely appointed lower deck.** JAN GILL



Above: **Nearside view of 337 recreating a run on the 1 (circular) at Spring Bank West.** SIMON GILL



Far left: **Nearside view of the new-look 'Birmingham'-style tin front and bonnet.** SIMON GILL



Left: **Proud owner, Martin Chaplin, in the cab.** SIMON GILL





Taylor for their help, not forgetting Dave Boag who sadly passed away three years ago.

They say we all learn something new every day and one thing the writer discovered during his visit was that Hull

buses didn't show a final destination on the blinds, just the via points.

Finally, thank you to Martin Chaplin and Nigel Green for their help and enthusiasm on the day I visited and for finding various places around Hull for photographs.

Above: **No 337 is seen just after passing under the railway bridge on Chanterlands Avenue confirmed by the 'via' blind.** SIMON GILL

Below: **Offside rear view with single stop light looks very traditional and perhaps older than the front view.** SIMON GILL





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# HULL MEMORIES



Kingston-upon-Hull Corporation Transport had a long history becoming an arm's length council-owned operator as a result of deregulation. As a consequence of competition with East Yorkshire Motor Services, with which it was no longer permitted to work in partnership, KHCT began to make serious losses and became the subject of a hostile takeover bid from EYMS. The bid was rejected but, faced with escalating losses and increased competition, Hull City Council sold KHCT to Cleveland Transit in December 1993. This deal saw KHCT's employees retain a 49% stake in the business. In November 1994, however, Cleveland Transit including KHCT was sold to Stagecoach PLC, thus bringing to an end almost 100 years of locally owned public transport services. Here are some memories.

Seen in June 1973, and still looking very smart given its advancing years is Weymann Hermes-bodied AEC Reliance 161 (WAT 161), one of ten delivered new in 1957.

In 1962 Hull acquired 19 London Transport Park Royal-bodied AEC Regent IIIs from St Helens including No 134 (BDJ 817) seen here. New in 1952, these buses were the only true 3RTs sold new to a provincial operator and were acquired due to their slightly lower than standard height for a highbridge bus. Their 14ft 31/4in overall height took them under all the town's bridges. St Helens also had its own unique version of the Leyland PD2, the PD2/9, on which bodywork of reduced height could be built. Later buses were also built to the same height, achieved by slightly lowering the lower-deck gangway towards the front.

Hull was an early supporter of the Leyland Atlantean building a sizeable fleet almost all bodied by Roe. Representing the breed is No 273 (TKH 273H), a 1969 Leyland PDRIA/1.





Following a switch to Metro-Cammell products, namely Metropolitans and Metrobuses in 1975, Hull returned to Leyland in 1982 taking a final batch of 15 Roe-bodied Atlantean AN68C/IRs as illustrated here by 379 (WAG 379X). This bus was sold out of service to Kelvin Central, but not before a period on loan to Boroline.

As an arm's length company post deregulation, Hull bought a variety of buses, most fairly standard types. Amongst the more interesting were six East Lancs-bodied Scania N112s including No 701 (F701 BAT) new in 1988 and seen here in April 1993. Following sale of the operator to Stagecoach PLC, No 701 continued to serve in Hull before transfer to Stagecoach Devon where it ended its days.



The final batch of Atlanteans was followed into service by the operator's first of a sizeable number of East Lancs-bodied Dennis Dominators. Deliveries continued until 1989, when a switch to the Scania N113. Amongst the last Dominators received was No 156 (F156 HAT) seen here in 1994. Acquired with the operator by Stagecoach, it later saw service with The Coachmasters of Rochdale.





# Authentic Restorations

*In the first of a new series in which vehicle restorer ASHLEY BLACKMAN takes an in depth look at restoration issues, he shares with us his thoughts on authentic restorations, taking a look at his restoration of Bristol K6A, Hants & Dorset TD895 (HLJ 44).*





When Sandra and Philip contacted me about being a regular contributor to their magazine, I was over the moon to say the least. *B&CP* is one of my favourite reads every month and I am honoured to share my bus and coach restoration experience and work with you all on these pages.

With over 30 years experience in the bus and coach industry, I am a qualified mechanic, traditional coach painter and vintage vehicle restorer. My team and I have worked for both small and large bus and coach operators, private collectors, bus museums and preservation societies all over the UK.

Some might say I am best known in the industry for my deep 'mirror' brush paint finish, as I am extremely passionate about authentically coach painting preserved buses and coaches. The coats of gloss stand to last for many years keeping your vehicle paintwork gleaming and full of depth.

I have worked on a versatile catalogue of vehicles old and new which include AEC Routemasters and RTs, Bristols, Leylands, Guys, MCW Metrobuses, Dennis Darts, Dennis Tridents and Leyland Olympians to name just a few.

From a young age I have been surrounded by preserved vehicles. By the time I was 16 I had saved up enough money to buy my first classic bus and was officially hooked into the wonderful world that is bus and coach preservation!

Over the years I have owned around 8 classic buses, my personal favourite I restored being ROD 765 a 1956 AEC Regent V, which I sold to one of my clients who is also now a great friend. I found myself working on my clients' vehicles more than my own, so 'ROD' needed to go to a good home. Its new owner Malcolm has had the time to take it to lots of rallies which is great to see. It is worth so much more than being locked away for nobody to enjoy.

I have worked for various bus operators as a mechanic and vehicle inspector, and whilst I really enjoy the engineering side of things, I found a lot of private collectors starting to contact me to restore and paint their collection. This was a dream come true, as I never thought I would be able

to work on vintage buses and coaches every day of the year. Running my own business doing something I am extremely passionate about, devoting my time to preserving vehicles for private collectors.

It is so fulfilling working on old vehicles mechanically and cosmetically. The 'before and after' pictures and the look on my clients faces when a job is completed, it's what I love. It is so important to me that a bus or coach is authentic in its restoration, it's one of my values so I wanted my first article in *B&CP* to be about authentic restorations. What does the term 'authentic restoration' mean to you?

### WHAT IS AUTHENTIC?

Authentic means 'of undisputed origin; genuine', to me this means an undoubted beginning. But from my experience authentic can mean a lot of different things to enthusiasts and owners I work with. It might mean 'as new condition' or 'as I remember them' as some buses had a long life and worked for different operators throughout their time in service so can often be remembered in different liveries.

Preserving a bus or coach is an exciting prospect, whether it is for your own enjoyment and pleasure or for a hire and reward business.

There is often lots to consider when restoring a bus or coach. Choosing the livery from a certain period in time of the vehicle's life can often be a big point of discussion between my clients and myself. Some feel worried that if they don't choose the correct period (who defines correct?), the paintwork won't go down very well at rallies with enthusiasts.

### RECREATING MEMORIES

In life many of us often want to recreate memories of happy times and relive the nostalgia. Riding on the bus to school is a popular memory I hear repeated often and being able to recreate the look, smell and sounds of the bus, as this experience is something very special. Recreating those joyous memories means restoring the bus or coach to exactly how someone remembers it at that period in time — that may not necessarily be how the vehicle looked originally from new. In order to be authentic does this mean the bus has to be painted in the livery it wore when new?

I have clients who run their buses and coaches for hire and reward. The colours

they choose to have them painted in are down to client demand so the paint choices often aren't authentic at all but everything else on the bus is, even down to the adverts, moquette and fixtures and fittings. These buses can always be brush-painted back to the preferred authentic livery. But some could say these buses are still continuing their lives as workhorses, doing what they were built to do just in a new company livery in order to keep them on the road. Nevertheless the vehicles I restore are always traditionally coach painted as the vehicle would have been from back in the day.

To me an authentic restoration is all in the owner's perception, so it doesn't necessarily mean that the vehicle has to be restored to the first original livery and specification. You might own an AEC Regent or Bristol Lodekka you remember in NBC livery. I personally grew up in South London and recall London RTs in red with grey relief and East Kent AEC Regent Vs at Margate Seafront in NBC livery.

### HLJ 44

One of my favourite authentic restorations to date is HLJ 44 carried out for current owner Jonathan Jones-Pratt of Crosville Motor Services. HLJ 44 is a Bristol K6A with stunning ECW bodywork and an AEC 7.7-litre engine. HLJ had been new in 1949 to Hants & Dorset Motor Services with fleet No TD895. It then went on hire to London Transport working from Amersham garage. Returning to H&D at a later date, it has been in preservation since 1977. When I was asked to restore HLJ it came to me unrestored inside, and had lots of interior fittings that weren't original and authentic, such as lighting, the panels between the seat cushions and backs, cross-head screws. The exterior had previously been spray-painted.

When Jonathan asked me to restore HLJ it was really important to him that the bus be revived to its original 'as new' spec.

Jonathan said: 'For me she is unique, to own a bus that operated in LT territory in Tilling green is something so different. To see her running with LT spec and LT bulls eye etc is just wonderful. I am a great believer that we should protect and invest in heritage, I believe the UK has something we should be so proud of and wish to promote. Our heritage and past values of life can be described as nothing more than beautiful. If you are going to

**Authenticity detail. London Transport Bullseye mounted on the radiator grille showing its heritage with the capital. This would later be removed when the bus returned to Hants & Dorset.**

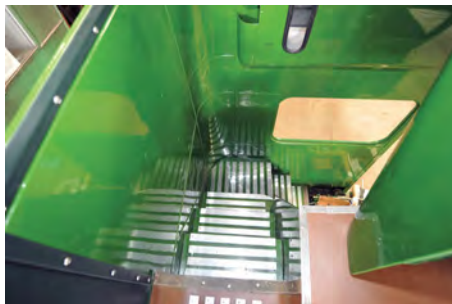
ASHLEY BLACKMAN





Top left: **Upper-deck showing sunken gangway stripped out ready for new floor to be laid. Copious amounts of new Rexene has been applied to revamp the interior.** JULIAN HALSTEAD

Top right: **Upper-deck restoration nearly complete with bench frames seats fitted and awaiting new moquette seat cushions to be fitted.** JULIAN HALSTEAD



Upper left: **Arm-aching work here to sand the ceiling down, but the end result, a deep gloss finish that will last for many years, is always worth it. See also varnished wood, new lino and green Rexene. Powder-coated seat frames, new floor tread with only new patterned aluminium bulkhead awaited.** ASHLEY BLACKMAN

Upper right: **View from top of staircase — you may need your sunglasses to see all of the new shiny floor tread and paintwork!** JULIAN HALSTEAD



Centre left to right: **The final coats of Williamson's Tilling Green gloss applied with the brush.**

**Showing off HLJ's new varnished wood platform slats — don't step on it with muddy shoes!**

**Authentic finishing touches — powder coated handrails with chrome-plated mounts fitted with slot-head screws.**

Bottom: **Here HLJ is shown partially in undercoat with the windows removed following paint stripping.**

All: ASHLEY BLACKMAN



do something you need to do it right, it's all about the small details on restorations, and that's what gives you the end result. The restoration was done to how she would have looked when new, right down to blinds, interior etc, she is 100% spot on, a real gem in the collection.

To start with the interior was stripped out, the ceilings were sanded down to metal, this is a good base for painting. All windows were removed before painting commenced and new rubbers were ordered.

The exterior was sanded down to a smooth finish ready for painting. Williamsons of Ripon was the preferred choice of paint for this vehicle as the company is able to provide the correct shade of Tilling green & cream.

The interior was very labour intensive, re-trimming all panels and window cappings with green Rexine, varnishing all of the wood and fitting new lino and tread. The platform was re-fitted with wood slats and varnished.

I believe if you can't get some jobs exactly original then you can create things



to be as authentic as possible and still in keeping with the era. We usually work with local suppliers who are used to our requests to create exact copies of parts and little details be it in wood or metal.

All of the platform and staircase was re-painted, the handrails were powder coated black as were the seat frames in correct mid-Brunswick green, and all handrail joins and ends were re-chromed. The chassis was cleaned and re-sprayed silver.

Then on to the exterior, which I traditionally brush painted for a deep mirror finish. This is always my favourite part when you can step back and look at the bus glimmer and gleam like new with such depth in the paintwork. Jonathan carefully chose the period adverts which were then sign written on the panels, as were the fleet numbers and other details. These were all authentic to the period for the batch of Bristols HLJ was a part of. The time it takes to perfect all of the details in a restoration really does show in the beautiful finish when you see HLJ 'in person'.

This Bristol having been in running order required nothing mechanical except a new exhaust tail pipe, as the old one had a piece of flex. All brightwork was re-chromed and polished.

HLJ is going to be running at rallies this year, Jonathan says: 'I plan to have some fun with her. The next rally I expect you will see her at is the Taunton bus rally'.

Continues Jonathan: 'Ashley is a great friend of mine, someone who is always excited by wheelnut guard rings! As you know Bristols don't have this luxury, that said Ash knows how I work and how I want things to be completed. He has great enthusiasm and an eye for detail. I am very proud to be working with Ash, after

all he is helping me achieve something that I am very proud of. The vintage collection is where my heart and love sits, to see the collection coming together as it is shows the commitment all round. We are no doubt lucky enough to have one of the best around, my plan is for Ash to go through them one by one, which we are achieving, and to have them mechanically and presentationally spot on. I want them to be all like KFM 767 the bus that started all of this legacy.

'Finally I was always a fan of spraying but having seen Ashley's painting I would recommend sticking with the brush! He is a fantastic painter who has skills of the bygone age. His business that he now owns should be something he is very proud of, to be doing something he loves

too and helping to bring smiles to the owners faces after seeing the love being placed into these restorations must be very satisfying.'

### AUTHENTIC RESEARCH

Certain aspects of all restorations such as the adverts have to be researched, and unless you are fully in the know it is always great to have some bus and coach enthusiast friends on hand to help you research those finer details.

The more recent the vehicle though the easier the research. Nowadays we have clearer colour photographs so we are able to see every tiny detail. There is so much information out there and photographs to use as a reference. Use sites like Flickr, read books and magazines and of course



Above, left to right: **Final offside front detailed picture of rechromed embellishments. Number plate mounted with slotted screws.**

**Nearside front detailed picture of the final finish.**

**Traditionally signwritten fleet numbers were added at the end in gold and black shading. They would have been either hand-painted or varnish transfers back in the day. We opted for signwriting as it has a nicer finish in my opinion.**

**Right: HLJ showing its London heritage with new blinds made to authentic specification and the London Transport boards in the window as displayed when in service. All: ASHLEY BLACKMAN**



preservation groups and societies are almost always able to recall things and provide proof.

Owners often seek advice and information about the history of their vehicles from other enthusiasts and owners. There are still unseen pictures and evidence waiting to be discovered.

### MULTIPLE OPERATORS

The life of a bus can sometimes be a complex one to research. It isn't just a case of finding any picture of your vehicle and having it restored to look the same as that picture. The view could have been taken during its period of service with a second or even a third operator. One of the operators could have restricted the blind display or run it without wheel trims, altered the interior and so on. Buses and coaches have long lives and some often wear different liveries throughout. So which version of the bus is authentic? Or aren't they all authentic and just to different periods?

So when a client comes to me and asks for the bus to be authentically restored to its time at a specific operator because that is how they remember them growing up or travelling to school, we help them research the details so we get the restoration exactly how they remember it.

It is all down to the personal preference of the owner and I enjoy helping them

### ASHLEY'S RESTORATION TOP TIPS

Got a restoration coming up? Here are some simple ways you can make your bus or coach restoration more authentic:

- ➔ Replace crosshead screws with slot-head screws depending on the age of your vehicle
- ➔ Source the right shade of paint
- ➔ Source the correct moquette. It can be expensive to have a particular style reproduced, so make sure to contact other bus/coach owners who would also use the same style to see if they have any spare you can purchase. Perhaps you want to group together to pay for a new run for all of your buses/coaches at once
- ➔ Source or reproduce the correct blinds
- ➔ Hand-paint authentic sign-written adverts
- ➔ Research the history of your bus or coach from old photographs, literature and enthusiasts
- ➔ Spray the brush paint, the choice should be authentic

research and decide which period to choose if they don't already have an idea.

### STRIPPING BACK THE LAYERS

Even though time consuming it is fascinating getting a bus or coach with many layers of paint still on and stripping it down to see the livery history. It's like an archaeological dig or carving at the Jurassic coast. You find that the black and white photo you think was taken from the

start of a buses life maybe wasn't. As you strip and sand down the paintwork you discover a black line. The photos you find don't show it so maybe the black line was there only for a while before repaint.

I owned an AEC Regal III coach and when stripping back the paint I found that it wasn't in the operator's standard livery when new. Upon further research I found that was because the coach was actually a demonstrator originally.

I love re-creating originality back into a vehicle, whether it is certain panelling, particular chrome work or a traditional bus paint job as most buses and coaches from certain eras were brush painted from new.

There is always a lot of hard work to be done, but all a very rewarding process. Reviving the vehicle and bringing it back to life, mechanically, cosmetically and authentically like it is rolling off the production line like HLJ, there is nothing better than that. It's why I love the bus and coach preservation industry and am always grateful to say that my business is all about restoring the past for my clients, to preserve vehicles for the enjoyment of their family and friends and future generations to come.

Is having your bus or coach authentically restored important to you? I know it still is to many and it's always a pleasure to see others truly take the time and care to get a restoration authentic.



Completed restoration side profile. The period Hovis advert seen on this batch of Bristol Ks was common on London Transport buses too. ASHLEY BLACKMAN



# A Brush with a DAIMLER

ROYSTON MORGAN has discovered a couple of interesting pictures...

Writes Royston: 'A Friend of mine, Graham Unwin, was chief vehicle inspector at Willowbrook, having held a similar post at the old Brush coachworks factory in Loughborough until this division closed down.

'He gave me a large number of Brush photos in the early 1970s from his collection and looking through them again recently, I came across two pictures of a Birmingham-liveried Daimler with a Brush body bearing the registration HOV 715 and fleet No 1715, which puzzled me.

'Now being a "Brummie" lad I knew that 1715 was a Leyland PD2/1 with Brush body from a batch of 100, Nos 1656-755 (HOV 656-755) delivered in 1948/49, so how and why does this very rare and unique picture exist?

'The hand-written notes on the back of the pictures state that they were taken at the Brush factory just before the vehicle was displayed at the 1948 Commercial Vehicle Show at Earls Court.

It would seem then that Daimler wanted to display a CVD6 chassis at the show and

maybe no suitable "correct" BCT body was available so a Brush body was "borrowed" from the Leylands being bodied by Brush at the time.

'No 1715 eventually entered service as a Leyland PD2/1 with a Brush body on 1 January 1949, but with out-of-sequence body No 481598 from the earlier entries.

No 1715 was withdrawn from service on 30 June 1968 and sold in January 1969 to Birds at Stratford-on-Avon for scrap.

'The body shown in the picture is a BCT-designed "standard", but all BCT

Daimlers around this immediate postwar period had Metro-Cammell bodies. The give-away is the design of the upper-deck rear window with its central dividing bar which only Brush, Leyland and Park Royal bodies of the time had. I thought that it was only RT and RM bodies were truly interchangeable so perhaps not after all.

'It is interesting to note that no writings and books by experts such as Malcolm Keeley or David Harvey have ever referred to this event with Brush and Daimler so could it be a first for B&CP?'

It is not known whom the Daimler chassis belonged to or whom it went on to serve after the show, as it would seem that no information exists . . . Or does it?



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## NIGEL APPLEFORD

takes an in-depth look at Great Yarmouth's buses represented in model form.

Great Yarmouth Borough Transport began operation with a 3ft 6in-gauge electric tram system in June 1902. This system was later enlarged by the purchase, in 1905, of the horse tramway running between Yarmouth South Town railway station and Gorleston which was owned by The Great Yarmouth & District Tramways Company Limited, a BET subsidiary. The acquired route was electrified later in 1905, although it was operated virtually independently of the remainder of the system.

The first motorbuses were introduced in October 1920, three former LGOC B-type double-deckers. These proved highly successful and a further three were purchased in 1925. The first part of the tramway abandonment programme took place in May 1924, the last of the 35-strong fleet of open-top double-deck cars ran over the Wellington Pier to Caister route in December 1933.

Replacement motorbuses were Guys, both single- and double-deck, five FCX type 56-seaters were the first brand new buses to be purchased by the Transport Department. These were followed by AEC single- and double-deckers and Leyland double-deckers.

Wartime deliveries consisted of the ubiquitous Guy Arabs and the postwar fleet started off with Leyland PD2 and AEC Regent V double-deckers. Subsequent single-deck deliveries included six Albion Nimbus 31-seaters,



**A typical Great Yarmouth bus of the 1970s/80s was the AEC Swift with either Willowbrook or ECW dual-door bodywork. In this case 88 (WEX 688M) has an ECW body. Similar 83 (WEX 683M) was actually operated by First as it was still in service at the time of the takeover. This view is undated but looking at the cars I would think the bus was fairly new at the time. A model is unlikely due to the rarity of the prototype, but I would think a conversion of the EFE Bristol RELL is a possibility.**

Daimler Freelines with Roe bodies and short AEC Reliance single-deckers with Pennine bodies. Double-deckers progressed through Daimler CVD/Roe, Leyland Atlanteans with MCW or Roe bodies and to Bristol VRTs with locally built ECW bodies. These were joined by three single-deck Marshall-bodied Atlanteans and a fleet of 34 AEC Swifts with Willowbrook or ECW bodywork. Two 1972 Swifts with ECW bodies were also purchased from the neighbouring Waveney fleet.

Great Yarmouth was never a particularly large fleet, averaging around 50 vehicles, and at the time of deregulation the local authority retained the Transport Department as an arm's length limited company. The garage and offices were in Caister Road, Great Yarmouth and dated

from the mid-1900s, whilst the garage retains its original frontage which is now a listed building. This building was retained by the new company.

During the deregulation era new buses were purchased in the shape of Carlyle-bodied Dennis Darts, MCW Metroriders and Mercedes-Benz 811D minibuses, together with some secondhand MCW Metrobuses. The Daimlers, AECs and Leylands were gradually withdrawn.

In August 1996, First, which owned neighbouring Eastern Counties and also had a garage in Great Yarmouth, made an offer for the company which was accepted and GYT became First Blue Bus in September 1996. Forty-one vehicles were involved. Services of Eastern Counties and GYT were rationalised and the ECOC depot closed with all services then operating from Caister Road. All vehicles have gradually been replaced with standard First types and wear the current First Group liveries. They have been joined by former London Transport RML type Routemasters which have mainly been used on seasonal holiday camp services.

There is quite a spread of Great Yarmouth (and Eastern Counties) models available, all the GYT examples so far are from EFE, some are accurate and some involve 'modellers licence' as Great Yarmouth has had some unique vehicles and obviously they would be uneconomic to produce commercially.

### FLEETLIST

#### EXCLUSIVE FIRST EDITIONS (EFE) 1:76 Scale

10202S	AEC RT-type Open-top* blue/yellow livery	Sep 1989	23,000	Smooth base
10202T	AEC RT-type Open-top* blue/yellow livery	Feb 1990	5,000	Textured base
10203	AEC RT No 33* Open-top Queen's Coronation livery	Aug 1990	n/a	
16115	All-Leyland PD2/I 67 (EX 6567) Highbridge	Aug 1998	n/a	
C16115	All-Leyland PD2/I 68 (EX 6568) Highbridge	Sep 1999	n/a	Code 2 Classic Bus magazine
16525	Leyland Atlantean/MCCW 4 (DEX 704)	Oct 2004	n/a	
16529	Leyland Atlantean/MCCW 2 (DEX 702)	May 2007	n/a	
17401	Leyland National 2 615 (PEX 615W) Single door	Sep 1998	n/a	
20413	Bristol VRTSL3/6LXB 39 (RVF 39R) Corporation livery	Dec 1997	n/a	
20415	Bristol VRTSL3/6LXB 320 (CVF 31T) First Blue Bus livery	Sep 1998	n/a	
20415SB	Bristol VRTSL3/6LXB 320 (CVF 31T) First Blue Bus livery	Sep 1998	n/a	EFE Showbus 1998 adverts
20623	Dennis Dart/Plaxton Pointer 412 (M923 TEV)	Dec 1998	n/a	
20623DL	Dennis Dart/Plaxton Pointer 412 (M923 TEV)	Oct 1999	1,250	
23503	Leyland Atlantean/Alexander 7 (CEX 107C) Flush bustle	Jul 2015	n/a	
26308	Guy Arab II/Strachan 14 (EX 5261)	Oct 2000	n/a	
30507	Guy Special GS63 (MXK 363) On loan from LT	Jan 2006	n/a	EFE Subscribers' Club special
31905	AEC Routemaster RML2717 (SMK 717F)	Jan 2008	1,300	Code 2 Ian Allan
31905A	AEC Routemaster RML2717 (SMK 717F)	Feb 2013	200	Code 2 BUSES mag subs offer

\* Registration not carried



Right: As far as I can ascertain, Great Yarmouth didn't operate any former London Transport RTs or any open-top buses. EFE has released two open top RTs, one in a blue/yellow livery and one in a cream livery commemorating the 1953 Coronation. GYC did paint a bus cream for the Coronation but I believe it was closed-top.

Below: In common with many towns and cities across Britain the standard wartime double-decker was the Guy Arab with utility body. This October 2000 release of Great Yarmouth No 14 (EX 5261) is in postwar livery.



Above: An unusual vehicle operated by Great Yarmouth Corporation was the London Transport GS type. Six of these were hired in 1958 to test the feasibility of one-man operation in the town. All GYT services were one-person operated by May 1981 (with the exception of the First Routemasters of course). The model (30507) was a January 2006 release for the EFE Subscribers' Club.

Left: The Leyland PD1 and PD2 featured highly in the Great Yarmouth fleet, both the pre- and postwar models with Leyland bodywork. EFE has released two variations of the highbridge PD2 with the earlier Leyland body; the standard model with 'Lacons' adverts was released in August 1998. This was followed by a Code 2 model for *Classic Bus* magazine in September 1999.



Bottom: Four Leyland Atlanteans with MCCW bodies arrived in 1960, although later deliveries (in 1964-66) featured Roe bodies. There have been two models of MCCW-bodied buses released thus far; 16525 — No 4 (DEX 704) in October 2002 and 16529 — No 2 (DEX 702) in October 2004. Naturally very similar, the fleet numbers, registration plates, destinations and nearside adverts are the differences.





Left: In July 2015 EFE released a model of 1965 delivery No 7 (CEX 107C); unfortunately the model has an Alexander body (the real bus has a Roe body), the front upper-deck and upper-deck side windows give the game away.



Right: From 1977 Great Yarmouth standardised on the Bristol VRT with locally built ECW bodywork for its double-deck requirements. This model of 1977 delivery 39 (RVF 39R) in traditional livery was released in December 1997.



Left: Many of the Bristol VRTs survived into First Blue Bus service and fitted in well with similar ex-Eastern Counties VRTs. This model of re-numbered 320 (CVF 31T), formerly Great Yarmouth 31, was issued in First Blue Bus livery during September 1998. A further release with 'EFE Showbus 1998' adverts was also issued at the time.



Right: The merging of the Eastern Counties and Great Yarmouth fleets saw some unusual shapes in First Blue Bus livery, which was the then First corporate style but with the ECOC red/orange replaced with light/dark blue which I think looked very smart. In September 1998, EFE released this model of former Eastern Counties Leyland National 2 PEX 615W as Blue Bus 615.



Left: The Dennis Dart became the standard single-deck bus, both step-entrance and low-floor examples. There have been two releases of the step-entrance Dart, the first was in December 1998 and a deluxe model (certificated run of 1,250) followed in October 1999. Strangely they are models of exactly the same bus, 412 (M923 TEV) which was new to Thamesway, the only difference would appear to be the destination — even the rear adverts are identical.



Bottom: First introduced a small number of RML Routemasters to Great Yarmouth in the 2000s, which often found employment on services between Great Yarmouth's holiday camps and the town centre. This is a Code 2 model of RML2717 (SMK 717F) in an approximation of Great Yarmouth Corporation livery commissioned by Ian Allan and released in January 2008. There was a further issue for Buses magazine subscribers in February 2013. These were certificated runs of 1,300 and 200 respectively.





## BACHMANN DEALER EXCLUSIVES



### EFE 31514 London Transport Routemaster - SHOPLINKER RM59

Reg Number - VLT 59

Fleet Number - RM59

Route - fare 30p - SHOPLINKER

**RRP: £37.50 – OUR PRICE: £31.88**

### EFE 25711 London Transport DMS Bus & Coach

Reg Number - GHV 63N

Fleet Number - DMS1063

Route – 40

Destination - VICTORIA

**RRP: £39.95 – OUR PRICE: £33.96**



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Reg Number - BCK 706R

Fleet Number - N/A

Route – 024

Destination – VICTORIA

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Is there any way we can secure the future of particularly historic buses and coaches? And there's another bus-related record! Over to NICK LARKIN.

## FUNDING MATTERS

The vendors of former Silver Service AEC Regal/Willowbrook KNU 446, as featured in this issue, are very keen that the bus goes to the best possible home but at almost £38,000, options are a tad limited.

No-one is going to shell out that amount of cash and willingly neglect the vehicle, but it is surely not safe from 'interesting' projects such as mobile restaurant conversions etc.

Also being sold on behalf of the same deceased's estate is immaculate AEC Routemaster RM108, which I knew well when it belonged to Derek Tippetts of Swindon in the 1980s. The Routemaster has not deteriorated significantly but I did feel sad to see it languishing in an open compound.

Far worse news, potentially, is that the magnificent 1947 Derby Brush-bodied Daimler CVD6, ACH 627 has been exported to Portugal. I cannot think of a finer bus, and some 15 years or so ago I purchased a half-share in this vehicle to ensure its future. The Daimler was later beautifully restored but the then current owner was forced to pass it on. It is seen here prior to restoration. More recently, the vehicle was advertised as part of a wedding business for



approximately 100 times more than I paid for my share.

Of course people abroad can love and look after British buses and they are great ambassadors for this country, but ACH 627 isn't an AEC Routemaster or Bristol Lodekka which are still reasonably numerous, and for which spares are relatively available. It is extremely rare,

and who knows where you could get Daimler engine parts?

We obviously wish ACH 627's new owners well with the bus and let's hope lots of British people keep in touch and provide every possible help.

It is a shame that there is not some sort of fund in place through which vehicles like ACH could be bought and

passed on to safe hands. This idea was sort of mooted in the heyday of the British Bus Preservation Group, but there would be immense difficulty in setting it up, raising funds, deciding which buses and coaches would be eligible and of course finding a new owner. The fund would also almost certainly take a hit on each vehicle.





## BULLSEYE

Here are two rather unusual interpretations of the legendary London Transport 'Bullseye' roundel in the rather contrasting locations of Hong Kong and darkest Peterborough.

DAVID MITCHELL, from Grantham, Lincs, spotted this extraordinary advertising livery on Hong Kong buses, featuring a highly accurate depiction of a Routemaster cab area and the word 'Europe' in the bar of the famous roundel. A strange choice for advertiser Invesco Asset Management, and thanks to David the photos.

Staying in the Far East, this time including the words 'of England' we travel to Oundle Road in Peterborough, Cambs, where a bus stop sign advertising a bus stop being closed was also displaying the famous London logo.





## EAST KENT SURVIVOR

This fine memory of the East Kent Road Car Company is 'alive' and well, and Grade II-listed in Sandwich, Kent. Thanks to B&CP's DAVID JUKES for the pictures.



**Birthdays are like Buses...**



### BUS BIRTHDAY

'Birthdays are like buses', claims The Original Postcard Company on this rather fine card. The reason is apparently because 'they don't come too often, and when they do, they're always the wrong number'. Many thanks to [www.theoriginalposter.com](http://www.theoriginalposter.com)

## MORE BULLSEYE

HENRY MELNYK from Cambridgeshire has been enjoying the recent pieces on bus-related records. He encloses a record, not about omnibuses, but on the Bus Stop label, once again interpreting that famous roundel. The easily forgotten 'Billy Don't Be a Hero' topped the charts in 1974. Other Bus Stop 'smashes' included the 1977 top tenner, 'Sing Me' by The Brothers (Who? — Ed.). Apparently, Bus Stop Records roster even included an artist called Bus Connection. Maybe they were scheduled for a return!





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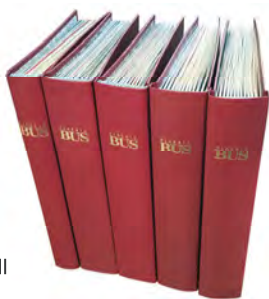
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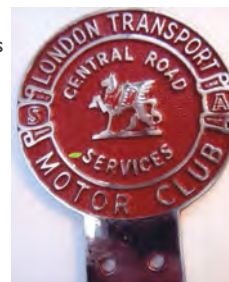


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**Photos/slides of ex Rossendale** PD2s, PD3s, Leopards, REs, LHs, Atlanteans and Olympians with new operators/non-psv or in scrapyards. Details of current whereabouts of any vehicles would be much appreciated. Also Leyland Olympian D888 YHG (HIL 3188) on service 17 Manchester. Details to G. S. Young 4 Higher Change Villas Bacup OL13 9UB or [fte630b@yahoo.co.uk](mailto:fte630b@yahoo.co.uk)

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## EVENTS

**EVENT ORGANISERS:** Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail [presbusts2@btinternet.com](mailto:presbusts2@btinternet.com) or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

### SATURDAY 6 MAY

**South Shields Model Bus Show 2017** organised by Model Bus Federation North East Area. Salvation Army Hall, Wawn Street, South Shields NE33 4EB. Near the Hedworth Hall, 5min from Chichester Metro. Admission: Adults £2 Children & Concessions £1. Commemorative Display marking 90 years since formation of The Eden. Motorised and Static displays, Photographic Sales, Model Trade Stands, Slide Shows & Films, Refreshments. For details call: 0191 378 2128 or 07773 923704.

**Wales on Wheels.** The fifth Wales on Wheels will be held at the National Waterfront Museum in Swansea. The event is a joint effort by the Roads & Road Transport History Association, National Waterfront Museum, Swansea Museum and Swansea Bus Museum. Participation and entry is free. More details at [www.rrtha.org.uk/wales-on-wheels](http://www.rrtha.org.uk/wales-on-wheels)

**Theydon Bois Transport Bazaar & Vintage Bus Display,** Theydon Bois Village Hall, Coppice Row, Essex CM16 7ER. Five min level walk from Theydon Bois Central Line Station, (LU Zone 6). Up to 40 stalls selling all kinds of bus and railway memorabilia, books, photos, maps, timetables, etc. Approx. 20 vintage buses on display, some giving free rides around Epping Forest, subject to vehicle and crew availability. Open 11.00–15.30. Admission £3 (accompanied children free). Refreshments available. **No public car parking.** Further details of events, please send SSAE to: NLETE, 8 The Rowans, Palmers Green, N13 5AD or e-mail: [nleevents@outlook.com](mailto:nleevents@outlook.com)

### SATURDAY/SUNDAY 6/7 MAY

**UK Coach Rally,** Blackpool Promenade. See: [www.coachdisplays.co.uk/](http://www.coachdisplays.co.uk/)

### SUNDAY 7 MAY

**Glasgow Vintage Vehicle Trust Open Sunday.** Bridgeton Bus Garage, for events the public entrance is in Broad Street, Glasgow. The garage will be open from 11.00 until 16.00. Admission prices: Adults £ 3.50, Child/OAP £2, Family £8. Details: Glasgow Vintage Vehicle Trust 76 Fordneuk Street, Glasgow, G40 3AH. [www.gvvt.org](http://www.gvvt.org) or e-mail: [info@gvvt.org](mailto:info@gvvt.org)



# SCARBOROUGH BUSFEST & RUNNING DAY



## Sunday 14th May 2017

North Bay Swimming Pool Car Park near Peasholm Park 10am to 5pm  
 Large selection of classic vehicles on display  
 Trade Stalls: Transport memorabilia, books, models, photographs, DVDs etc  
 FREE - Vintage bus tours around Scarborough  
 Stops - Westborough, Spa Bridge Roundabout, Rally Site  
 Celebrating 110 Years of Plaxtons  
 Raising funds for the RNLI

  
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DENNIS**

  
**PLAXTON**

  
**WEST RIDING  
BUS GROUP**

  
**BUSFLIX  
FILMS**

  
**Lifeboats**

### SUNDAY 7 MAY

**47th Ipswich-Felixstowe Vehicle Run.** Over 500 vehicles including cars, lorries, motorcycles, buses and military vehicles gather in Christchurch Park and depart at 11.30. They'll be on display on Felixstowe Promenade in the afternoon. Participating vehicle owners must apply/enter in advance. Vehicles must be over 30 years old and an entry/admin fee is payable. Museum is open. Admission: Adult £5.50, Child £3.50, Concessions £5, Family £16 (up to 2+3). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. For details call: 01473 715666 or visit: [www.ipswichtransportmuseum.co.uk](http://www.ipswichtransportmuseum.co.uk)

**HCVS 56th London to Brighton Run.** Website: [www.hcvs.co.uk](http://www.hcvs.co.uk)

### THURSDAY 11 MAY

**National Tramway Museum Horse Tram Day.** 10.00–17.00. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: [enquiry@tramway.co.uk](mailto:enquiry@tramway.co.uk), call 01773 854321 or visit: [www.tramway.co.uk](http://www.tramway.co.uk)

## Taunton Vintage Bus Display and Running Day - Sunday 14 May 2017



**10.30 am to 4.30 pm, Castle Green – next to Taunton Bus Station**  
 Sales stalls    Classic buses on frequent town & country services  
 Open Day at Buses of Somerset Depot (connecting buses)  
 (buses from Taunton Rail Stn from 9.30 onwards and return at end of day)  
 For more information, vehicle owner / stall holder enquiries  
[www.tauntonrunningday.wordpress.com](http://www.tauntonrunningday.wordpress.com)  
 e-mail : [tauntonrunningday@yahoo.co.uk](mailto:tauntonrunningday@yahoo.co.uk)    tel : 01823 442589

### SATURDAY 13 MAY

**Faversham Transport Weekend Bus Day.** Bus & Commercial vehicles display in the town centre 10.00–16.00. Free rides on vintage buses around the town and local area. Entry forms from Roland Graves, 17 Ashkeys, Vigo, Gravesend, Kent DA13 0SL. e-mail: [rolyg@supanet.com](mailto:rolyg@supanet.com)

### SATURDAY/SUNDAY 13/14 MAY

**East Anglia Transport Museum 1940s Weekend.** Join us once again for a wonderful look back at the roaring 1940s. There will be a free park and ride service and bus services running to Lowestoft and Beccles using period buses, along with visiting vehicles of the era on both days. There will be trade stands and our BBQ in the park, plus early evening running of our vehicle fleet on Saturday in the unique setting of the museum, as well as the sounds of the music playing and dancing. Price concession for those coming in costume. Saturday 11.00–18.00 and Sunday 11.00–17.00. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Tel (01502) 518459, e-mail: [admin@eatransportmuseum.co.uk](mailto:admin@eatransportmuseum.co.uk) or visit: [www.eatransportmuseum.co.uk](http://www.eatransportmuseum.co.uk) for full details.

**The Trolleybus Museum at Sandtoft. Weekend Trolleydays,** Sandtoft, nr Doncaster. Details: 01724 711391 or [www.sandtoft.org.uk](http://www.sandtoft.org.uk)

### SUNDAY 14 MAY

**South Yorkshire Transport Museum Open Day,** including Bus Running Day at South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. Open 10.30–16.00, shop and café open. Free heritage shuttle bus from Rotherham bus station (Stand C1) at 11.45, returning from Museum at 14.00. Preserved buses running to Conisbrough Castle. Admission £4, Concessions £2.50, Family £10 (max. two adults). Further details from: [info@sytym.co.uk](mailto:info@sytym.co.uk) or Tel: 07852 298082. Details: [www.sytym.co.uk/runningday](http://www.sytym.co.uk/runningday)

**2nd Annual Scarborough Busfest and Running Day** also celebrating 110 years of Plaxton. 10.00–17.00. Ryndle Crescent car park, off Northstead Manor Drive, YO11 3LW. All buses and coaches welcome, especially Plaxton-bodied vehicles. Free bus services. Trade stalls welcome. Food available. Organised by the West Riding Bus Group. Application forms available on our web site [www.wrbg.weebly.com](http://www.wrbg.weebly.com) and Facebook. Contacts: [wrbg@talktalk.net](mailto:wrbg@talktalk.net) or call 07774 626475

**Swansea Bus Museum's Early Summer Running Day.** Celebrating the 103rd anniversary of the inaugural South Wales Transport services, featuring open top bus rides around Swansea Bay and services to other destinations. The museum will feature a display of our own and visiting vehicles as well as family-themed and enthusiast stalls. Adults £5, members and under 16s FREE. SAI Business Park, Langdon Road (East), Port Tennant, Swansea SA1 8QY. For details call: 01792 732832, e-mail: [SwanseaBM@outlook.com](mailto:SwanseaBM@outlook.com) or visit [www.swanseabusmuseum.com](http://www.swanseabusmuseum.com)

**Oxford Bus Museum Vintage bus rides.** 10.30–16.30 with bus rides at 12.15 and 14.45. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or [www.oxfordbusmuseum.org.uk](http://www.oxfordbusmuseum.org.uk)

### SATURDAY/SUNDAY 20/21 MAY

**Museum of Transport Greater Manchester. MRX Model Railway Exhibition.** Boyle Street, Cheetham, Manchester M8 8UW. 10.00–17.00. Family friendly day out, featuring a wide variety of operational model railway layouts. Revised admission charge. Free heritage bus service to and from Manchester Victoria every 20min. 09.50–16.50. Further details from 0161 205 2122 (Wed, Sat, Sun 10.00–17.00), e-mail: [email@gmts.co.uk](mailto:email@gmts.co.uk) or visit [www.motgm.uk](http://www.motgm.uk)

**Haworth, Yorkshire 1940s Weekend.** Free bus service plus small static vehicle display. Free vintage bus service operated by Aire Valley Transport Group. Details on: [www.avtg.co.uk](http://www.avtg.co.uk)

### SUNDAY 21 MAY

**Fenland BusFest 2017.** 10.00–17.00. Free bus services from event in Whittlesey to Peterborough, Ramsey (for Classic Car Show), Thorney, Chatteris and March via Turves. Details: [www.easternbusgroup.co.uk/busfest.html](http://www.easternbusgroup.co.uk/busfest.html)





# CHIPPENHAM BUS RALLY & RUNNING DAY



## SUNDAY 21 MAY 2017

Free bus rides radiating from the town's bus station.

Vehicles taking part will include examples from bus companies that used to operate into Chippenham such as Western National, Bath Services, Bristol Omnibus, Swindon & District and Badgerline.

A static display of visiting buses and coaches will be located along with the sales stands at **Wiltshire College, Cocklebury Road, Chippenham, SN15 3QD** which is within walking distance of Chippenham Railway Station.

A frequent vintage bus service will operate between the site and Chippenham bus station with other vintage vehicles being operated on town and country routes.

Most of the vehicles used will represent examples which would have operated in the town over the years.

In addition there will be a selection of stalls selling books, photos and models.

### ENTRY FORMS FOR VEHICLES AND STALLS

E-mail: [jhitchingsbus@blueyonder.co.uk](mailto:jhitchingsbus@blueyonder.co.uk) | Tel: **07746 412555**

More information at: [www.bristolbusevents.co.uk](http://www.bristolbusevents.co.uk)



Details will appear nearer the time on the Bristol Harbourside Bus Rally & Running Day Facebook page

ISLE OF  
WIGHT  
BUS &  
COACH  
MUSEUM



**RYDABUS**  
BUS RUNNING DAYS - 20 & 21 MAY 2017



- ➡ Bus Rides & Tours
- ➡ Museum & Artefacts
- ➡ Tea Room & Gift Shop
- ➡ Stalls & Memorabilia
- ➡ Connecting services to & from Ryde Bus Station

- ➡ Historic Ryde Society
- ➡ Brading Station, Signal Box & Heritage Centre



- ➡ Festival of Transport (Sunday Only) at the Isle of Wight Steam Railway

Please Note : Sorry, **NO ON SITE PARKING** available at Museum



RYDABUS is supported by Ryde Town Council

[www.rydabus.wordpress.com](http://www.rydabus.wordpress.com)



## Tilford Bus Rally

including coaches & classic cars

**Sunday 28th May 2017**

**RURAL LIFE CENTRE, TILFORD,  
NEAR FARNHAM, SURREY, GU10 2DL**

*Come and see the 1928 Dennis Chassis OT 8902  
rescued from*

*inside a house in Walton on Thames some years ago.*

*This chassis has been restored to almost pristine  
condition by a bus charity, ADORR Society.*

New this year

### VINTAGE MOBILE CINEMA A UNIQUE VINTAGE VEHICLE SHOWING VINTAGE PATHÉ TRANSPORT FILMS

- The rally will also have buses/coaches/classic cars and other vehicles on show for the day.
- Stalls selling transport related items, models, books etc.
- Free rides around the villages on classic buses and coaches.
  - Rural Life Centre fully open with café/restaurant.
  - Steam train operating.
- Buses meet trains at Farnham from 0930.
  - Free car park
- Admission charge to the museum complex including the rally

For more information contact the Rural Life Centre on  
**01252 795571**

For bus/coach/classic cars/stalls call Ray on  
**01252 311414**

or email: [randmlemfoster@btinternet.com](mailto:randmlemfoster@btinternet.com)  
See Adorrs website [www.adorrs.co.uk](http://www.adorrs.co.uk)



## North West Vehicle Restoration Trust ANNUAL RUNNING & OPEN DAY

**Sunday 4th June 2017 9.30am till 5.00pm**

Regular free bus service operated by group and visiting vehicles

Timetable & Event Guide will be available for only £4.00

Trade Stands and Refreshments on offer at our Kirkby base

Visiting Vehicles welcome, overnight parking available on enquiry

Plus, another BIG Launch during the day!



For more details, to book a vehicle space or stall visit our website at [www.nwvrt.co.uk](http://www.nwvrt.co.uk) or call 07753 248053

Supported by



Registered Charity Number: 1143261

Unit 2, Charleywood Road, Kirkby Industrial Estate,  
Kirkby, Merseyside, L33 7SG [www.nwvrt.co.uk](http://www.nwvrt.co.uk)

**NorthWestVRT**

## SOUTHSEA SPECTACULAR

**SOUTHSEA COMMON 11<sup>TH</sup> JUNE 2017**

Sunshine  
guaranteed  
this year...  
fingers  
crossed!



@southseabus

Save the date - the Southsea Spectacular bus rally returns to Portsmouth again on Sunday 11 June.

- \* display of preserved and modern buses and coaches
- \* enthusiast stalls and light refreshments
- \* free vintage bus services to The Hard Interchange and along the seafront to Eastney
- \* 11th June 2017, Southsea Common, 10.00am-4.30pm

Entry forms can be downloaded now from our website - we look forward to seeing you there on the day!

**[www.southernbusevents.co.uk](http://www.southernbusevents.co.uk)**

## BARRY FESTIVAL OF TRANSPORT Sunday 11 June 2017

*A fun day for all the family!*

SAT NAV: CF62 5TP Follow Signs

*Come to Barry...*



- **Free** Heritage Bus display
- **Free** Classic Car show
- **Free** Heritage Bus trips
- Tourist Railway
- Transport Stalls

Books, Photos, Collectables

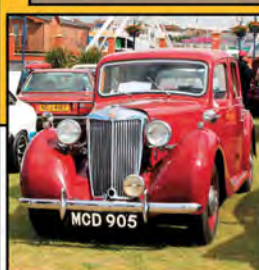
- **Free** Bus Depot Open Day

See our new acquisitions - WWII 1944 Ponypridd utility and 1952 Sentinel and restoration activities at the Depot

*..fun fair, seaside and sand!*

**[www.ctpg.co.uk](http://www.ctpg.co.uk)**

Enquiries, Stalls & Exhibitors - contact Mike Taylor by e-mail at: [info@ctpg.co.uk](mailto:info@ctpg.co.uk) or phone 07733 302242





SUNDAY 21 MAY

**Staines Vintage Bus Running Day.** A second visit to the Staines area where it is planned to cover a number of Central Area as well as a selection of Country Bus routes. Further details from Amersham & District Motorbus Society, 68 Hitcham Road, Taplow, Maidenhead SL6 0LZ or e-mail: [info@amershammotorbussociety.co.uk](mailto:info@amershammotorbussociety.co.uk) or see: [www.amershammotorbussociety.co.uk](http://www.amershammotorbussociety.co.uk)

**The Hastings Trolleybus Restoration Group** 25th annual show on the Oval (On the A21, about half a mile from Hastings town centre). As always it's a free admission event for the public and exhibitors with a small charge for stallholder entries. Entry forms and information are online at [www.1066.net/trolley](http://www.1066.net/trolley) or from Ion Castro telephone (01424) 437468.

**Scottish Vintage Bus Museum Lathalmond,** Fife KY12 0SJ. Bus Running Day and Transport Collectors Fair, (10.00–17.00). Details: 01383 623380 or at [www.svbm.org.uk](http://www.svbm.org.uk)

FRIDAY/SATURDAY 26/27 MAY

**London Transport Museum, Depot Discovery Tours at Acton Depot.** Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours last for approximately two hours. Tickets must be pre-booked online or via our Ticket Office on 0207 565 7298 (open 10.00–17.30 daily) Under 16s must be accompanied by an adult. Adult £12, Concession £10, under 16s must be accompanied by an adult. Tickets must be pre-booked. Details: 020 7565 7298 or visit: [www.ltmuseum.co.uk](http://www.ltmuseum.co.uk)

SATURDAY/SUNDAY 27/28 MAY

**The 2017 AEC Society Annual Rally.** Newark Showground, Newark-on-Trent, Notts. Vehicle entry is free and open to all HGV's and PSV's over 7.5ton. Entry £10 per day including free programme. On the Sunday, a shuttle bus will operate from Newark, details of which will be published nearer the date on the Society website: [www.aecsociety.com](http://www.aecsociety.com). This year, as well as being joined by REV's, The AEC Society are pleased that The Bedford Enthusiasts Club have chosen to hold their annual gathering at The AEC Society rally. Enquiries: Howard Berry, AEC Society Rally Secretary at 7 Donaldson Drive, Cheswardine, Shropshire, TF9 2NY (enclosing an SAE please), call 0750 4974776 or e-mail: [membership@aecsociety.com](mailto:membership@aecsociety.com)

SATURDAY–MONDAY 27–29 MAY

**The Trolleybus Museum at Sandtoft. Weekend Trolleydays,** Sandtoft, nr Doncaster. Details: 01724 711391 or visit: [www.sandtoft.org.uk](http://www.sandtoft.org.uk)

SATURDAY–SUNDAY 27 MAY–4 JUNE

**National Tramway Museum. 'Beside the Seaside'.** 10.00 – 17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP, Details: e-mail: [enquiry@tramway.co.uk](mailto:enquiry@tramway.co.uk), telephone 01773 854321 or visit: [www.tramway.co.uk](http://www.tramway.co.uk)

## UNDER NEW MANAGEMENT

# PEAK PARK PRESERVED BUS GATHERING

Sunday 18th June 2017

Large display on both sides of the track | Judging of fully restored buses  
Frequent preserved bus services in the National Park  
including Bakewell and Matlock | Sales stalls and refreshments  
Steam train rides connecting with preserved buses at all stations

For full details and entry forms contact Dennis Vickers:

[www.chesterfield123.org.uk](http://www.chesterfield123.org.uk) | [www.transpirebus.org](http://www.transpirebus.org)  
14, Whiting Mews, Holland Road, Old Whittington, Chesterfield, S41 9HF



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Regular sales held at the Croydon Park Hotel, East Croydon.  
Live bidding in the saleroom and worldwide on the internet.

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- Fast & friendly response to all enquiries

**June sale fully subscribed, Oct sale now open**

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Tel: 01737 237505

[www.transportauctionslondon.com](http://www.transportauctionslondon.com)

Facebook: [transportauctionsoflondon](https://www.facebook.com/transportauctionsoflondon)

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Hamilton House, 87-89 Bell Street, Reigate RH2 7AN



## 2nd Basildon Bus Rally

The most family friendly bus rally in Britain!

Supported by **Clacton Bus Rally** and **Presbus PUBLISHING**

**Sunday 25th June 2017 10am - 4pm**

**Barleylands Farm Park, Billericay, Essex, CM11 2UD**



**FREE entry FREE parking FREE bus rides**

Large display of vintage and modern buses & coaches  
Enthusiasts Market

Lots of fun for all the family including a Disco Dome, Bouncy Castle, Wet Sponge Throwing, Hook a Duck, Smash the Crockery, Face Painting, Crafts, Squirt Water from a Fire Engine and more!



**FREE bus services** to Basildon town centre & Billericay rail station all day  
**FREE feeder bus services** from Bluewater, Chelmsford, Gravesend, Grays, Lakeside, Northfleet & Stock



[www.basildonbusrally.com](http://www.basildonbusrally.com)





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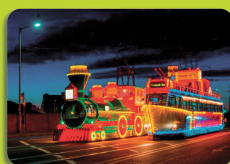
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Gold Weekends

See our website  
for Special Events  
and full timetables  
[BlackpoolHeritage.com](http://BlackpoolHeritage.com)

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£3.50 Adult  
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No.1 Blackpool  
"thing to do"

Our famous  
Illumination Tours  
2 Sept - 5 Nov



Hire a tram or bus from our Heritage fleet for your special occasion

Catch us at our special stops listed below - buy your tickets on board - cash only!

Heritage Day Tickets - Unlimited tours plus all Blackpool Transport Tram and Bus services

£11 adult/£6 child/£25 family Concession Heritage Only Day Ticket £8.50

Illumination Tours (only from Pleasure Beach) £6 Adult/£3 Child



Pleasure  
Beach



Tower/  
North Pier



Cabin



Bispham\*



Cleveleys \*



Fleetwood\*

\*Stops served on Gold weekends & Special Events only

Heritage Tram Tours operated by Blackpool Transport Services Ltd, Rigby Road, Blackpool, FY1 5DD

[BlackpoolHeritage.com](http://BlackpoolHeritage.com)

[BlackpoolHeritageTramTours](https://www.facebook.com/BlackpoolHeritageTramTours)

[3plHeritageTram](https://www.facebook.com/3plHeritageTram)

# TOTALLY MODELS WEEKEND

Saturday & Sunday  
24 & 25 June 2017

Frequent Tram  
Tours every  
20 minutes  
10am-5pm

Tramway Model  
Layouts and  
Sales Stalls inside  
Rigby Road Depot  
Admission from £5 or £10  
with pre-booked depot tour\*  
\*Call 01253 209521 to book



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Heritage  
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Opportunity to  
ride Heritage Trams  
to Rigby Road Depot



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Mini Tour Return Trip between Pleasure Beach - Tower/North Pier - Cabin - Bispham £3.50 adult/£2 child

Full Tour Return Trip anywhere between Pleasure Beach - Cleveleys - Fleetwood £5.50 adult/£3 child

Heritage Day Ticket Unlimited tours plus all Blackpool Transport Tram and Bus services

£11 adult/£6 child/£25 family Concession Heritage Only Day Ticket £8.50

Catch a Heritage Tram ONLY at our special stops with these signs



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Gate



Pleasure  
Beach



Tower/  
North Pier



Cabin



Bispham



Cleveleys



Fleetwood

Heritage Tram Tours operated by Blackpool Transport Services Ltd, Rigby Road, Blackpool, FY1 5DD

[BlackpoolHeritage.com](http://BlackpoolHeritage.com)

[BlackpoolHeritageTramTours](https://www.facebook.com/BlackpoolHeritageTramTours)

[3plHeritageTram](https://www.facebook.com/3plHeritageTram)



## South Yorkshire TRANSPORT TRUST

# Open Day 23rd July 2017

The SYTT will be holding the first Open Day at our NEW RIVERSIDE PREMISES.



\*FREE bus service from/to Rotherham town centre \*FREE admission

\*Over 50 resident vehicles \*Visiting vehicles \*Sales Stands

Why not also join us for our 'Pre Hibernation' Day on December 10th 2017

For more details and entry forms email: [syttevents@mail.com](mailto:syttevents@mail.com)

Or call/text 07487 314776. Please leave your details and we will get back to you.

SYTT Riverside, Units 1, 2 and 3, Chesterton Road, Eastwood Training Estate,  
Eastwood, Rotherham, South Yorkshire. S65 1TD



SUNDAY 28 MAY

**28th 2017 Bus Running & Aviation Day** at Hooton Park Hangars, Ellesmere Port, Cheshire. (M53 Junction 6). 10.00–16.00. Free entry. As many ex-Crosville buses as possible giving rides to various parts of The Wirral, also a collection of aviation displays. Contact J. Nolan on 0151 639 4929 or e-mail: [johnnolan201@talktalk.net](mailto:johnnolan201@talktalk.net) for details/entries.

**Ribble Vehicle Preservation Trust 7th Morecambe Bay**

**Running Day**, Vehicles on display on Morecambe Promenade and running every 20min 10.30–17.30 between Heysham and Carnforth via Morecambe also circular tours of Morecambe. Due to limited space, guest vehicles by prior agreement only. For more details check our website: [www.rvpt.co.uk](http://www.rvpt.co.uk)

SUNDAY/MONDAY 28/29 MAY

**The Transport Museum Wythall. Operating Days.** Museum open 10.30–17.00 (last admission 16.30). Enjoy sales stands, rides on the classic buses and miniature steam railway plus, on Monday only, the annual Model Bus Federation display. Museum bus service 750 operates on both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre), central Birmingham, at 10.30 and 11.45 (fare £2.50 each way) and from Maypole at 10.50 and 12.05. Admission: £7 adult, £3.50 child. Family tickets available. Admission and all-day bus riding ticket: £12 adult, £6 child. For further details contact the Transport Museum, Chapel Lane, Wythall B47 6JX. Telephone: 01564 826471, e-mail: [enquiries@wythall.org.uk](mailto:enquiries@wythall.org.uk) or visit website: [www.wythall.org.uk](http://www.wythall.org.uk)

MONDAY 29 MAY

**Buckinghamshire Railway Centre Annual Bus Rally.** Quainton Road station nr Aylesbury HP22 4BY. 10.00–16.00. All buses and coaches welcome, plenty of hard standing. Heritage Bus Link from Aylesbury Vale Parkway railway station (hourly). Vehicle entries welcome, please contact Louis Richards on 01296 655720. For more information contact the Railway by e-mail: [marketing@bucksrailcentre.org](mailto:marketing@bucksrailcentre.org) or [quaintonbusrally2@gmail.com](mailto:quaintonbusrally2@gmail.com). Tel: 01296 655720. Website: [www.bucksrailcentre.org](http://www.bucksrailcentre.org). Facebook: 'Buckinghamshire Railway Centre' or write to Buckinghamshire Railway Centre, Station Road, Quainton, HP22 4BY

**Oxford Bus Museum Vintage Buses to Oxford Parkway Station** via Kidlington. 10.30–16.30 with bus rides hourly 11.15–15.15. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or visit: [www.oxfordbusmuseum.org.uk](http://www.oxfordbusmuseum.org.uk)

**Ipswich Transport Museum 'I want to Ride my Bicycle!'** An event focussing on 'two-wheeled' items in our collection, including demonstrations of vintage and historic bicycles. See a boneshaker, Penny Farthing and perhaps a Raleigh Bomber. Reduced admission for visitors who arrive by cycle. Admission: Adult £7, Child £4.50, Concessions £6.00, Family £20. Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666 or visit: [www.ipswichtransportmuseum.co.uk](http://www.ipswichtransportmuseum.co.uk)

## MUSEUMS

**ALDENHAM TRANSPORT SPECTACULAR**  
ALLUM HALL, 2 ALLUM LANE, ELSTREE AND BOREHAMWOOD, WD6 3PJ  
**SATURDAY 4TH NOVEMBER 2017**  
10:00 - 16:00  
ADMISSION: £3.00  
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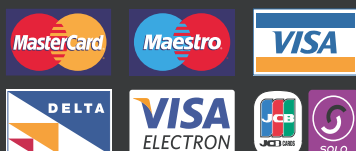




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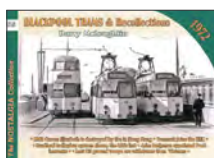
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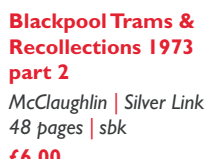
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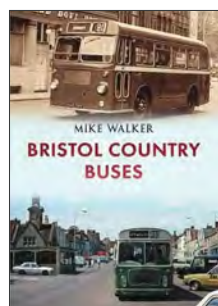
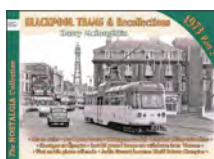
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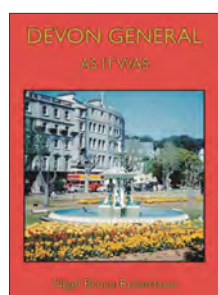


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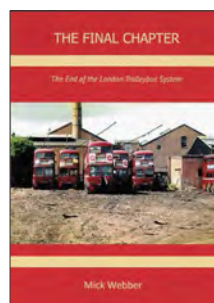
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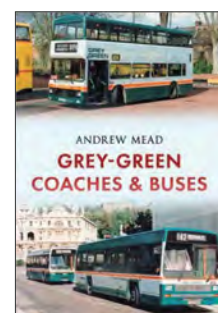


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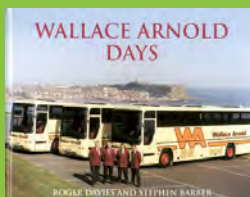
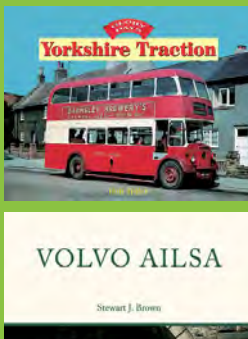
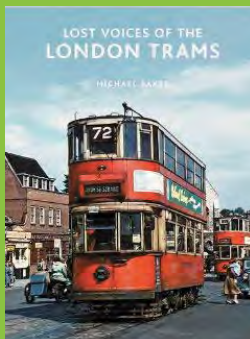


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